



TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

MEETING MATERIALS

June 18, 2008

CALTRANS

BAY AREA TOLL AUTHORITY

CALIFORNIA TRANSPORTATION COMMISSION





Letter of Transmittal

TO: Toll Bridge Program Oversight Committee
(TBPOC)

DATE: June 10, 2008

FR: Program Management Team (PMT)

RE: TBPOC Meeting Materials Packet – June 18, 2008

Herewith is the TBPOC Meeting Materials Packet for the June 18th meeting. The packet includes memoranda and reports that will be presented at the meeting. A Table of Contents is provided following the Agenda to help locate specific topics.

TBPOC MEETING
June 18, 2008, 10:00 a.m. – 1:00 p.m.
Mission Bay Office, Pier 7, 325 Burma Road, Oakland

Topic	Presenter	Time	Desired Outcome
1. CHAIR'S REPORT	W. Kempton, CT	5 min	Information
2. CONSENT CALENDAR a. May 2, 2008 Meeting Minutes* b. May 9, 2008 Conference Call Minutes* c. Revised 2008 TBPOC Meeting Calendar*	A. Fremier, BATA A. Fremier, BATA A. Fremier, BATA	1 min 1 min 1 min	Approval Approval Approval
3. PROGRESS REPORTS a. Final May 2008 Monthly Progress Report***	A. Fremier, BATA	1 min	Information/ Approval
4. PROGRAM ISSUES a. FY 2008/09 TBSRP Capital Outlay Support (COS) Update*	P. Lee, BATA/ A. Banani, CT	10 min	Information
5. SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES a. Self-Anchored Suspension (SAS) Superstructure 1) PMT Briefing on Fabrications/China Visit* b. Yerba Buena Island Detour 1) Contract Change Orders (CCOs)* 2) Update* c. Yerba Buena Island Transition Structures No. 1 1) Plans, Specifications and Estimate (PS&E)* d. West Approach 1) Contract Change Order 235* e. Gateway Park Area Visioning Conference***	PMT T. Anziano, CT T. Anziano, CT T. Anziano, CT T. Anziano, CT PMT	15 min 10 min 15 min 10 min 10 min 30 min	Information Approval Information Approval Approval Information
6. DUMBARTON/ANTIOCH BRIDGES a. Update*	J. Weinstein, BATA/ B. Maroney, CT	10 min	Information
7. OTHER BUSINESS	W. Kempton, CT		n/a
8. TOUR OF DESIGN CAMPUS	PMT	30 min, time permitting	Information

Gateway Park Area Visioning Conference: July 10, 2008, 10:00am – 1:00pm, Mission Bay Office
Next TBPOC Meeting: July 10, 2008, 1:30pm – 4:00pm, Mission Bay Office

* Attachments

** Final Documents still in process; to be provided as soon as available.

***Stand alone document included in the binder.

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6	6	DUMBARTON/ANTIOCH BRIDGES a. Update*
7	7	OTHER BUSINESS
8	8	TOUR OF DESIGN CAMPUS

* Attachments

** Final Documents still in process; to be provided at the meeting

*** Stand alone document included in the binder

ITEM 1: CHAIR'S REPORT

No Attachments

ITEM 2: CONSENT CALENDAR

- a. May 2, 2008 Meeting Minutes



TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

MEETING MINUTES

May 2, 2008, 10:00 AM – 1:00 PM
Mission Bay Office, 1906 Conference Room, Pier 7,
325 Burma Road, Oakland, CA

Attendees: TBPOC Members: Will Kempton, Steve Heminger, and John Barna
PMT Members: Tony Anziano, Andy Fremier, and Stephen Maller
Participants: Mehran Ardakanian, Ali Banani, Amer Bata, Michele DiFrancia, Hussein El-Mahmoud, Richard Foley, Ben Ghafghazi, William Howe, Beatriz Lacson, Peter Lee, Brian Maroney, Bart Ney, Dina Noel, Bijan Sartipi, Ken Terpstra, and Jason Weinstein

Convened: 10:04 AM

Items	Action
1. CHAIR'S REPORT <ul style="list-style-type: none">a. Small Business Participation<ul style="list-style-type: none">• The Chair emphasized the need to focus on greater involvement of small businesses in the Toll Bridge Program projects.• The Department noted that the 25% goal is being met, and was urged to continue to achieve a higher level of participation in current contracts.b. State Budget<ul style="list-style-type: none">• The Chair indicated that the State is in a serious budget situation. While there is a distinct connection between the transportation industry and economy, the transportation budget has not yet been directly affected.<ul style="list-style-type: none">➤ Per inquiry, there has been no recent effort to go against Proposition 42.➤ The Department is currently in good shape	

(continued)

Items	Action
<p>with regards to the new East Span construction contracts.</p> <ul style="list-style-type: none">➤ The use of alternate resources to compensate contractors while budget negotiations are occurring will be explored.	
<p>2. TOUR OF OAKLAND TOUCHDOWN AND GATEWAY PARK AREA</p> <p>a. OTD Overview</p> <ul style="list-style-type: none">• The Department gave a presentation on the status of the Oakland Touchdown Phase 1 (OTD #1). The Project Manager introduced his team and highlighted the following job aspects.<ul style="list-style-type: none">➤ The project is currently on schedule. The Westbound “Designated Portion of Work” is expected to be complete in June 2009 (to provide SAS contractor access to the westbound Skyway structure). Completion of the remaining contract work is anticipated by November 2009.➤ Environmental controls are in place.➤ There have been some minor accidents in the workplace.➤ OTD #1 is currently within budget. <p>b. Gateway Park Area Overview</p> <ul style="list-style-type: none">• The Department walked the TBPOC members through the Gateway Park Site and Surrounding Area map, and raised some potential issues that might be encountered on related	

(continued)

Items	Action
<p>property entitlements.</p> <ul style="list-style-type: none">• The possibility of locating the planned transportation museum on Treasure Island instead of the Gateway Park site was mentioned. <p>c. Tour</p> <ul style="list-style-type: none">• The tour included a drive along Burma Road to the OTD #1 project site where a bird's eye view of the project could be seen from the New Skyway Structure. The work in progress consisted of temporary trestle construction, pile driving operation, foundation rebar and footing concrete placement, and column construction at various stages between Pier 17L to Abutment 23L of the Westbound Structure. The group then proceeded to the Oakland Spit, currently occupied by three buildings (Caltrans and PG&E), and where the future Gateway Park will be located.	
<p>3. CONSENT CALENDAR BATA presented the following for TBPOC approval:</p> <ul style="list-style-type: none">a. April 3, 2008 TBPOC Meeting Minutes, andb. Revised 2008 TBPOC Meeting Calendar (as of April 24, 2008).	<ul style="list-style-type: none">• The TBPOC APPROVED the April 3, 2008 TBPOC Meeting Minutes and the Revised 2008 TBPOC Meeting Calendar, as presented.
<p>4. PROGRESS REPORT</p> <ul style="list-style-type: none">a. BATA noted that TBPOC approval of the April 2008 Monthly Progress Report through PMT delegation is anticipated as soon as updated expenditure data and final comments are incorporated.b. BATA presented the Projected 1st Quarter Report Production Schedule and requested the TBPOC for	<ul style="list-style-type: none">• The TBPOC granted the PMT authority to approve the First Quarter Report 2008, as

(continued)

Items	Action
<p>authority to approve the First Quarter Report 2008 on its behalf after appropriate reviews and final comments are received.</p>	<p>requested.</p>
<p>5. PROGRAM ISSUES</p> <p>a. FY 2008/09 TBSRP COS Allocation</p> <ul style="list-style-type: none"> • The Department and BATA requested TBPOC approval to: <ol style="list-style-type: none"> 1) redirect COS savings from the E2/T1 and Skyway contracts to the YBI Detour contract, and 2) authorize a \$131.7 million COS allocation request to BATA for FY 2008/09. • The Department gave a PowerPoint presentation on the Capital Outlay Support (COS) update covering the following: <ul style="list-style-type: none"> ➤ FY 08-09 Planned Resources ➤ Current Budget Status ➤ Risk Adjusted Forecast for On-Going Projects • Discussion/comments included: <ul style="list-style-type: none"> ➤ The Department indicated that the budget was developed conservatively to allow some flexibility to avail of tools and opportunities to better support the projects. ➤ There is a need to revise the budget lower to improve productivity, and deal with overages as they occur. ➤ The effect of a lower State overhead rate next year compared to a higher overhead rate this year was explained briefly. ➤ It was noted that the graph showing the COS/CO expenditure ratio analysis for the TBSRP and RM1 completed projects was not 	<ul style="list-style-type: none"> • The TBPOC APPROVED the \$131.7 million allocation request amount. • The TBPOC also requested the PMT to do the following: <ol style="list-style-type: none"> 1) develop a reserve, for which the TBPOC retains authority to release on an as-needed basis; 2) remove the amount allocated for liability insurance and incorporate this item in the contingency. • Provide the TBPOC/PMT members the COS/CO expenditure ratio analysis graph.

(continued)

Items	Action
<p>included in the meeting materials.</p> <ul style="list-style-type: none">➤ The plan to advertise the inspection services contract was discussed. Contractor selection will be a TBPOC/PMT task. <p>b. 2008 Legislative Update</p> <ul style="list-style-type: none">• The PIO indicated that the 2008 Legislative Update is scheduled for Wednesday, May 7, 2008, Room 125, at the State Capitol in Sacramento at which time the final report will be distributed, and the TBPOC members will give a 20-minute presentation on 2007 Toll Bridge Program accomplishments and upcoming milestones.<ul style="list-style-type: none">➤ It was noted that the Bay Area Caucus consists of Assembly members only and a separate presentation will be scheduled for members of the Senate.➤ It was also noted that the same presentation will be given to the Seismic Peer Review Panel.• The draft presentation was quickly reviewed and commented on.	<ul style="list-style-type: none">• PMT/PIO to schedule a Legislative Update for State Senators.• Revise the Legislative Update presentation, per TBPOC comments, for PMT review on Monday, May 5.
<p>6. SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES</p> <p>a. SAS Brainstorming Session</p> <ul style="list-style-type: none">• The May 9 session was re-scheduled for Monday, May 12, from 10:00am to 2:00pm.• The TBPOC will hold a pre-brainstorming conference call on Friday, May 9.• The meeting is intended to	

(continued)

Items	Action
<p>discuss with the SAS contractor what steps the team can take to achieve the Opportunity Schedule.</p> <p>b. OTD #1 Contract Change Order 33</p> <ul style="list-style-type: none">• The Department presented, for approval, CCO 33 in the amount of \$4,072,288.80, to revise the bar reinforcement for the bridge footings.• The CCO will be financed from the contract supplemental and contingency funds.	<ul style="list-style-type: none">• The TBPOC APPROVED CCO 33, as presented.
<p>c. BENICIA-MARTINEZ BRIDGE</p> <ul style="list-style-type: none">• BATA gave a brief update on the existing Benicia-Martinez Bridge Modification Contract.<ul style="list-style-type: none">➤ Repairs on the old northbound section will cost approximately \$900,000 for which funds are available. Approval by the TBPOC is not required.	
<p>d. OTHER BUSINESS</p> <ul style="list-style-type: none">• None	

Adjourned: 1:35 PM

(continued)

MEETING MINUTES

May 2, 2008, 10:00 AM – 1:00 PM
Mission Bay Office, 1906 Conference Room, Pier 7,
325 Burma Road, Oakland, CA

APPROVED BY:

WILL KEMPTON, Director
California Department of Transportation

Date

JOHN F. BARNA, Jr., Executive Director
California Transportation Commission

Date

STEVE HEMINGER, Executive Director
Bay Area Toll Authority

Date

ITEM 2: CONSENT CALENDAR

- b. May 9, 2008 Conference Call Minutes



TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

TBPOC CONFERENCE CALL MINUTES

May 9, 2008, 4:00 PM – 5:00 PM

Participants: TBPOC Members: Will Kempton, Steve Heminger, and John Barna
PMT Members: Tony Anziano, Andy Fremier, and Stephen Maller
Other Participants: Michele DiFrancia, Beatriz Lacson, Peter Lee, Dina Noel, Bijan Sartipi, Jon Tapping, and Ken Terpstra

Convened: 4:05 PM

Items		Action
1. TBPOC/ABF Brainstorming Session Preparations		
<ul style="list-style-type: none">• A conference call was convened to discuss the preparations for the May 12 brainstorming session with the SAS Contractor, ABF.• Comments/discussion included:<ul style="list-style-type: none">○ The Chair emphasized the need to keep the overall framework of the session open-ended, recognizing the TBPOC pre-brainstorming packet of material drafted in preparation for the session (draft agenda, list of questions and issues, pertinent letters from the Department to ABF, and a few slides).<ul style="list-style-type: none">➤ The Department noted that the packet was intended to provide background information to the TBPOC and act as a guide for the session.○ The PMT reported that no specific ideas were offered to accelerate the schedule at their pre-brainstorming meeting with M. Flowers of ABF.○ The TBPOC pointed out that focus of the session should be on schedule acceleration, even though there may be other issues at hand. The TBPOC would be open to talking about		

(continued)

Items	Action
<p>incentives to achieve acceleration.</p> <ul style="list-style-type: none">○ It was suggested that a TBPOC commitment be made to continue the dialogue, e.g., meet quarterly with ABF, until both parties are sure of being synchronized.○ The Chair agreed to facilitate the brainstorming session.	
<p>2. MACTEC INSPECTION CONTRACT EXTENSION</p> <ul style="list-style-type: none">• BATA reported, for TBPOC information, that the PMT is proceeding with the proposed Request for Qualifications (RFQ) for Materials Inspection Services and the interim extension of the existing MACTEC inspection contract through October 2008 until a new contract can be executed.• Comments/discussion included:<ul style="list-style-type: none">○ The estimated cost of the extension is \$12 million with funding coming from the TBSRP (\$10 million) and Caltrans (\$2 million), which has been included in the COS forecast.<ul style="list-style-type: none">➤ Upon inquiry, the Department clarified the constitution of the non-TBSRP funding.○ In response to the suggestion that the interim contract be shortened to less than six months, the Department indicated that the current schedule is aggressive, and the need for a smooth transition negates a shorter period of extension.<ul style="list-style-type: none">➤ The Department's QA/QC lead supports this effort.○ Given the welding situation in China, the TBPOC urged closer PMT involvement in this process.<ul style="list-style-type: none">➤ The PMT will review the RFQ, currently being developed, and will sit on the selection panel for the contract.	

(continued)

Items	Action
3. OTHER BUSINESS <ul style="list-style-type: none">It was noted that at the May 7 Legislative Update, the PIO announced a Labor Day YBI Detour switch versus Memorial Day as shown on the current schedule.	<ul style="list-style-type: none">The Department to ensure that this situation is rectified.

Adjourned: 4:34 PM

TBPOC CONFERENCE CALL MINUTES

May 9, 2008, 4:00 PM – 5:00 PM

APPROVED BY:

WILL KEMPTON, Director
California Department of Transportation

Date

JOHN F. BARNA, Jr., Executive Director
California Transportation Commission

Date

STEVE HEMINGER, Executive Director
Bay Area Toll Authority

Date

ITEM 2: CONSENT CALENDAR

- c. Revised 2008 TBPOC Meeting Calendar

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** June 10, 2008

FR: Andrew Fremier, Deputy Executive Director, BATA

RE: Agenda No. - 2c

Item- Consent Calendar
Revised 2008 TBPOC Meeting Calendar

Recommendation:

APPROVAL

Cost:

N/A

Schedule Impacts:

N/A

Discussion:

The PMT requests approval of the attached 2008 TBPOC Meeting Calendar which was revised as follows:

TBPOC/ABF Brainstorming Session #2: Added

Date: Thurs., August 7, 2008

Time: 1:30pm – 4:30pm (to follow the TBPOC meeting)

Place: Mission Bay Office, Pier 7, 325 Burma Road, Oakland

TBPOC Meeting: Re-scheduled from October 2

New Date: Fri., October 3, 2008

Time: 10:00am - 1:00pm

Place: MTC/BATA Offices, Oakland

The October TBPOC meeting is currently in the process of being moved to China.

Attachment:

2008 TBPOC Meeting Calendar (as of June 10, 2008)

2008 TBPOC Meeting Calendar
(as of June 10, 2008)

Revised 06/10/08

JANUARY 2008				
MON	TUE	WED	THU	FRI
	HOLIDAY 1	2	3	4
PMT 7	8	BATA OC CTC 9	CTC 10	11
PMT 14	15	16	17	18
HOLIDAY 21	PMT 22	MTC 23	24	25
PMT 28	29	30	TBPOC CHINA 31	

1 - New Years Day Observed
21 - M L King Jr's Birthday

FEBRUARY 2008				
MON	TUE	WED	THU	FRI
				1
PMT 4	5	6	7	4 Final 8
PMT 11	Holiday 12	BATA OC CTC 13	4 Leg CTC 14	15
HOLIDAY 18	PMT 19	20	21	22
RM 25	26	MTC 27	28	29

12 - Lincoln's Birthday
18 - Washington's Birthday

MARCH 2008				
MON	TUE	WED	THU	FRI
PMT 3	4	TBPOC Bay 5	6	7
PMT 10	11	BATA OC 12	CTC 13	14
PMT 17	18	19	20	21
CST 24	25	MTC 26	27	28
HOLIDAY 31				

31 - Cesar Chavez's Birthday

APRIL 2008				
MON	TUE	WED	THU	FRI
	1	2	TBPOC Bay 3	4
PMT 7	8	BATA OC CTC 9	CTC 10	11
PMT 14	15	16	17	18
PMT 21	22	MTC 23	24	25
PMT 28	29	30		

MAY 2008				
MON	TUE	WED	THU	FRI
			1	TBPOC Bay 2
PMT 5	6	Leg. Up. 7		1 Final Brainstrm Bay 9
PMT 12	13	1 Leg BATA OC 14	15	16
PMT 19	20	21	22	23
CHN 26	27	RM MTC CTC 28	CTC 29	30

26 - Memorial Day

JUNE 2008				
MON	TUE	WED	THU	FRI
PMT 2	3	4	5	6
PMT 9	10	BATA OC 11	12	13
PMT 16	17	TBPOC Bay 18	19	20
PMT 23	24	MTC CTC 25	CTC 26	27
CST 30				

JULY 2008				
MON	TUE	WED	THU	FRI
	1	2	3	HOLIDAY 4
PMT 7	8	BATA OC 9	*Vis Conf TBPOC Bay 10	11
PMT 14	15	16	17	18
PMT 21	22	MTC CTC 23	CTC 24	25
PMT 28	29	30	31	

4 - Independence Day

AUGUST 2008				
MON	TUE	WED	THU	FRI
				1
PMT 4	5	6	TBPOC Brainstrm Bay 7	2 Final 8
PMT 11	2 Leg 12	13	14	15
CHN 18	19	20	21	22
RM 25	26	CTC 27	CTC 28	29

SEPTEMBER 2008				
MON	TUE	WED	THU	FRI
HOLIDAY 1	PMT 2	3	TBPOC Sac 4	5
PMT 8	9	BATA OC 10	11	12
PMT 15	16	17	18	19
CST 22	23	MTC CTC 24	CTC 25	26
PMT 29	30			

1 - Labor Day

OCTOBER 2008				
MON	TUE	WED	THU	FRI
		1	2	TBPOC Bay 3
PMT 6	7	BATA OC 8	9	10
HOLIDAY 13	PMT 14	15	16	17
PMT 20	21	MTC CTC 22	CTC 23	24
PMT 27	28	29	30	31

13 - Columbus Day

NOVEMBER 2008				
MON	TUE	WED	THU	FRI
PMT 3	4	5	TBPOC Sac 6	3 Final 7
PMT 10	HOLIDAY 11	3 Leg BATA OC CTC 12	CTC 13	14
PMT 17	18	3 Leg 19	20	21
CHN 24	25	MTC 26	HOLIDAY 27	HOLIDAY 28

11 - Veteran's Day
27, 28 - Thanksgiving Day and day after

DECEMBER 2008				
MON	TUE	WED	THU	FRI
PMT 1	2	3	TBPOC Bay 4	5
PMT 8	9	BATA OC CTC 10	CTC 11	12
PMT 15	16	17	18	19
PMT 22	23	MTC 24	HOLIDAY 25	26
CST 29	30	31		

25 - Christmas Day observed

	Qtrly Rept Schedule
Final	TBPOC Final Comments
Leg	Issue to Legislature & CTC
RM	Risk Management Briefing to PMT
CST	Corridor Schedule Team Briefing to PMT

*Visioning Conf, Jul 10, 10:00 AM - 1:00 PM
PMT Meetings in Oakland, 1:00 PM - 2:30 PM
TBPOC Meetings in Sacramento, 1:00 PM - 4:00 PM
TBPOC Mtgs in Bay Area, 10:00 AM - 1:00 PM (exc Jul 10, 1:30-4PM)

ITEM 3: PROGRESS REPORT

- a. Final May 2008 Monthly Progress Report

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** June 10, 2008

FR: Andrew Fremier, Deputy Executive Director, BATA

RE: Agenda No. - 3a
Progress Report
Item- Final May 2008 Monthly Progress Report

Recommendation:

For Information Only / Approval Confirmation

Cost:

N/A

Schedule Impacts:

N/A

Discussion:

The PMT approved the April 2008 and May 2008 Monthly Progress Reports through delegated TBPOC authority on May 6 and June 3, 2008, respectively, and requests TBPOC confirmation of these approvals.

Included in this packet is the final May 2008 Monthly Progress Report for your information.

Initial comments on the first draft of the June 2008 Monthly Progress Report are still forthcoming. As soon as updated expenditure data and the latest comments are incorporated, the final version will be approved by the PMT through delegated TBPOC authority.

Enclosure:

May 2008 Monthly Progress Report



Toll Bridge Seismic Retrofit and Regional Measure 1 Programs

Monthly Progress Report
May 2008



TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION



Released: June 2008



Toll Bridge Seismic Retrofit and Regional Measure 1 Programs

Monthly Progress Report
May 2008

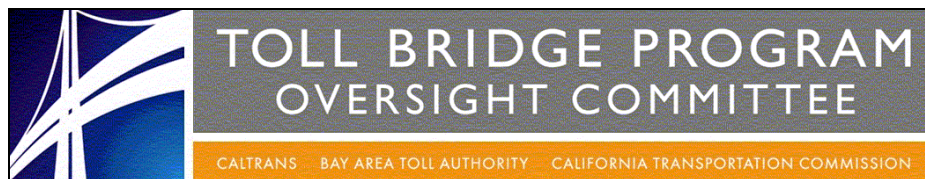
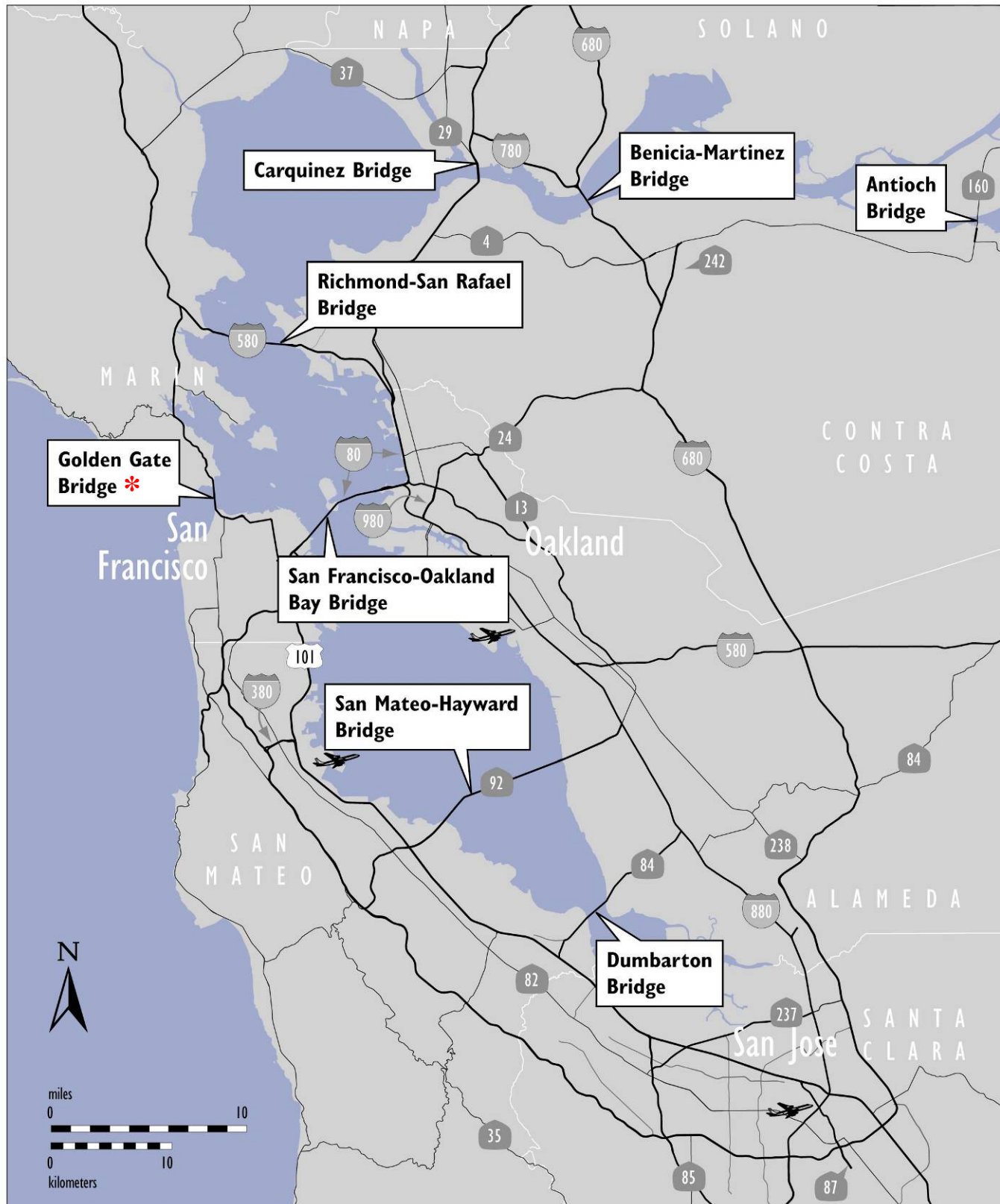


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Toll Bridges of the San Francisco Bay Area



* Under the Jurisdiction of the Golden Gate Bridge, Highway and Transportation District

INTRODUCTION

In July 2005, Assembly Bill 144, (AB 144) Hancock created the Toll Bridge Project Oversight Committee (TBPOC) to implement a project oversight and project control process for the Benicia-Martinez Bridge project and the state toll bridge seismic retrofit program projects. Comprising the Caltrans' Director, the Bay Area Toll Authority (BATA) Executive Director and the Executive Director of the California Transportation Commission (CTC), the TBPOC's project oversight and control processes include, but are not limited to, reviewing bid specifications and documents, providing field staff to review ongoing costs, reviewing and approving significant change orders and claims in excess of \$1 million (as defined by the committee) and preparing project reports.

AB 144 identified the Toll Bridge Seismic Retrofit Program and the new Benicia-Martinez Bridge Project as being under the direct oversight of the TBPOC. The Toll Bridge Seismic Retrofit Program includes:

Toll Bridge Seismic Retrofit Projects	Seismic Safety Status
San Francisco-Oakland Bay Bridge East Span Replacement	Construction
San Francisco-Oakland Bay Bridge West Approach Replacement	Construction
San Francisco-Oakland Bay Bridge West Span Seismic Retrofit	Complete
San Mateo-Hayward Bridge Seismic Retrofit	Complete
Richmond-San Rafael Bridge Seismic Retrofit	Complete
Eastbound Carquinez Bridge Seismic Retrofit	Complete
New Benicia-Martinez Bridge Seismic Retrofit	Complete
San Diego-Coronado Bridge Seismic Retrofit	Complete
Vincent Thomas Bridge Seismic Retrofit	Complete

The new Benicia-Martinez Bridge is part of a larger program of toll-funded projects, called the Regional Measure 1 (RM1) Toll Bridge Program, under the responsibility of the BATA. While the rest of the projects in the RM1 program are not directly under the responsibility of the TBPOC, BATA and Caltrans (CT) will continue to report on their progress as an informational item. The RM1 program includes:

RM1 Projects	Open to Traffic Status
Interstate 880/State Route 92 Interchange Reconstruction	Construction
New Benicia-Martinez Bridge	Open
Richmond-San Rafael Bridge Deck Overlay Rehabilitation	Open
Richmond-San Rafael Bridge Trestle, Fender & Deck Joint Rehabilitation	Open
Westbound Carquinez Bridge Replacement	Open
San Mateo-Hayward Bridge Widening	Open
State Route 84 Bayfront Expressway Widening	Open
Richmond Parkway	Open

This report focuses on identifying critical project issues and monitoring project cost and schedule performance for the projects as measured against approved budgets and schedule milestones. This report is intended to fulfill Caltrans' requirement to provide monthly project progress reporting to the TBPOC under Section 30952.05 of the Streets and Highway Code.

EXECUTIVE SUMMARY

Toll Bridge Seismic Retrofit Program—Cost (\$ Millions)

Project	Work Status	AB 144 / SB 66 Budget (07/20/05)	Approved Changes	Current Approved Budget (04/2008)	Cost To Date (04/2008)	Cost Forecast*	At- Completion Variance	Cost Status
a	b	c	d	e = c + d	f	g	h = g - e	i
SFOBB East Span Replacement Project								
Capital Outlay Support		959.4	-	959.4	597.9	977.1	17.7	●
Capital Outlay Construction								
Skyway	Complete	1,293.0	-	1,293.0	1,233.6	1,254.1	(38.9)	●
SAS E2/T1 Foundations	Complete	313.5	-	313.5	272.8	280.9	(32.6)	●
SAS Superstructure	Construction	1,753.7	-	1,753.7	422.3	1,767.4	13.7	●
YBI Detour	Design/Const	131.9	202.5	334.4	166.1	461.2	126.8	●
YBI Transition Structures		299.3	(23.2)	276.1	-	276.1	-	●
* YBITS Contract No. 1	Design				-	214.3		
* YBITS Contract No. 2	Design				-	58.5		
* YBITS Contract No. 3 - Landscape	Design				-	3.3		
Oakland Touchdown (OTD)		283.8	-	283.8	80.4	302.5	18.7	
* OTD Submarine Cable	Complete				7.9	9.6		●
* OTD No. 1 (Westbound)	Construction				72.5	226.5		●
* OTD No. 2 (Eastbound)	Design				-	62.0		●
* OTD Electrical Systems	Design				-	4.4		●
Existing Bridge Demolition	Design	239.2	-	239.2	-	222.0	(17.2)	●
Stormwater Treatment Measures	Complete	15.0	3.3	18.3	16.3	18.3	-	●
East Span Completed Projects		90.3	-	90.3	89.2	90.3	-	
Right-of-Way and Environmental Mitigation		72.4	-	72.4	39.3	72.4	-	●
Other Budgeted Capital		35.1	(3.3)	31.8	0.7	7.7	(24.1)	
Total SFOBB East Span Replacement Project		5,486.6	179.2	5,665.8	2,918.6	5,730.0	64.2	
SFOBB West Approach Replacement	Construction							●
Capital Outlay Support		120.0	-	120.0	105.5	120.0	-	
Capital Outlay Construction		309.0	24.7	333.7	278.1	350.7	17.0	●
Total SFOBB West Approach Replacement		429.0	24.7	453.7	383.6	470.7	17.0	
Richmond-San Rafael Bridge Retrofit	Complete							●
Capital Outlay Support		134.0	(7.0)	127.0	126.7	127.0	-	
Capital Outlay Construction & Right-of-Way		780.0	(82.0)	698.0	666.6	689.5	(8.5)	
Total Richmond-San Rafael Bridge Retrofit		914.0	(89.0)	825.0	793.3	816.5	(8.5)	
Program Completed Projects	Complete							
Capital Outlay Support		219.8	-	219.8	219.4	219.8	-	
Capital Outlay Construction		705.6	-	705.6	698.1	705.6	-	
Total Program Completed Projects		925.4	-	925.4	917.5	925.4	-	
Miscellaneous Program Costs		30.0	-	30.0	24.7	30.0	-	
Program Contingency		900.0	(114.9)	785.1	-	712.4	(72.7)	
Total Toll Bridge Seismic Retrofit Program		8,685.0	-	8,685.0	5,037.7	8,685.0	-	

● Within Approved Current Schedule and Budget

● Potential Cost and Schedule Impacts: Possible future need for Program Contingency Allocation

● Known Cost and Schedule Impacts: Request for Program Contingency Allocation forthcoming

*Current contract allotment to install two submarine electrical cables is \$11.5 million. Additional non-program funding to support this allocation beyond the \$9.6 million of available program funds has been made available by the Treasure Island Development Authority.

Notes: Details may not sum to totals due to rounding effects.

Forecasts for the Monthly Reports are generally updated on a quarterly basis in conjunction with Risk Analysis assessments for the TBSRP Projects and the TBSRP Quarterly Reports.

Toll Bridge Seismic Retrofit Program—Schedule

Project	AB 144 / SB 66 Project Complete Baseline (07/2005)	Approved Changes (Months)	Project Complete Current Approved Schedule (04/2008)	Project Complete Schedule Forecast (04/2008)	Schedule Variance (Months)	Schedule Status	Remarks
a	b	c	d = b + c	e	f = e - d	g	h
SFOBB East Span Replacement Project							
Skyway	Apr 07	8	Dec 07	Dec 07	-	●	See page 10.
SAS E2/T1 Foundations	Jun 08	(3)	Mar 08	Jan 08	(2)	●	
SAS Superstructure	Mar 12	12	Mar 13	Mar 13	-	●	See Note.
YBI Detour	Jul 07	36	Jun 10	Jun 10	-	●	See discussion on pages 17 and 18.
YBI Transition Structures	Nov 13	12	Nov 14	Nov 14	-	●	
Oakland Touchdown (OTD)	Nov 13	12	Nov 14	Nov 14	-	●	See Note.
• OTD Submarine Cable	n/a		Jan 08	Jan 08	-	●	
• OTD Westbound	n/a		Jan 10	Jan 10	-	●	
• OTD Eastbound	n/a		Nov 14	Nov 14	-	●	
Existing Bridge Demolition	Sep 14	12	Sep 15	Sep 15	-	●	See Note.
Stormwater Treatment Measures	Mar 08	-	Mar 08	Mar 08	-	●	
◆ Open to Traffic Date: Westbound	Sep 11	12	Sep 12	Sep 12	-	●	See Note.
◆ Open to Traffic Date: Eastbound	Sep 12	12	Sep 13	Sep 13	-	●	See Note.
SFOBB West Approach Replacement	Aug 09	-	Aug 09	Jan 09	(7)	●	
◆ Open to Traffic Date: Mainline Realignment	n/a	-	Apr 08	Apr 08	-	●	Opened to traffic April 12, 2008
Richmond-San Rafael Bridge							
• Seismic Retrofit	Aug 05	-	Aug 05	Oct 05	2	●	Seismic retrofit completed July 29, 2005. Formal acceptance of contract October 28, 2005. \$89 million has been transferred to Program Contingency.
• Public Access Project	n/a	-	May 07	Sept 07	4	●	See page 31

Note: Schedules for selected projects and the Open to Traffic dates were extended by 12 months from the AB144/SB66 baseline schedule due to Addenda #5 and #7 on the SAS Superstructure contract.

Regional Measure 1 Program—Cost (\$ Millions)

Project	Work Status	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (04/2008)	Cost To Date (04/2008)	Cost Forecast*	At- Completion Variance	Cost Status
a	b	c	d	e = c + d	f	g	h = g - e	i
New Benicia-Martinez Bridge Project	Construction							●
Capital Outlay Support		157.1	35.2	192.3	180.6	192.3	-	
Capital Outlay Construction		861.6	173.5	1,035.1	959.3	1,035.1	-	
Capital Outlay Right-of-Way		20.4	(0.1)	20.3	12.4	20.3	-	
Project Reserve		20.8	4.0	24.8	-	24.8	-	
Total New Benicia-Martinez Bridge Project		1,059.9	212.6	1,272.5	1,152.3	1,272.5	-	
Carquinez Bridge Replacement Project	Construction							●
Capital Outlay Support		124.4	(0.2)	124.2	123.1	123.6	(0.6)	
Capital Outlay Construction		381.2	3.2	384.4	378.2	384.5	0.1	
Capital Outlay Right-of-Way		10.5	-	10.5	9.9	10.5	-	
Project Reserve		12.1	(3.0)	9.1	-	0.6	(8.5)	
Total Carquinez Bridge Replacement Project		528.2	-	528.2	511.2	519.2	(9.0)	
I-880/SR-92 Interchange Reconstruction	Construction							●
Capital Outlay Support		28.8	26.2	55.0	38.4	55.0	-	
Capital Outlay Construction		94.8	60.2	155.0	15.4	155.0	-	
Capital Outlay Right-of-Way		9.9	5.1	15.0	9.7	16.9	1.9	
Project Reserve		0.3	19.7	20.0	-	18.1	(1.9)	
Total I-880/SR-92 Interchange Reconstruction		133.8	111.2	245.0	63.5	245.0	-	
Program Completed Projects	Complete							
Capital Outlay Support		62.0	(5.0)	57.0	57.4	58.8	1.8	
Capital Outlay Construction		324.4	3.6	328.0	308.0	313.0	(15.0)	
Capital Outlay Right-of-Way		1.7	-	1.7	0.5	0.8	(0.9)	
Project Reserve		2.6	1.4	4.0	-	7.1	3.1	
Total Program Completed Projects		390.7	-	390.7	365.9	379.7	(11.0)	
Total Regional Measure 1 Program		2,112.6	323.8	2,436.4	2,092.9	2,416.4	(20.0)	

● Within Approved Current Schedule and Budget

● Potential Cost and Schedule Impacts: Possible future need for Program Contingency Allocation

● Known Cost and Schedule Impacts: Request for Program Contingency Allocation forthcoming

Note: Details may not sum to totals due to rounding effects.

Forecasts for the Monthly Reports are generally updated on a quarterly basis in conjunction with Risk Analysis assessments for the TBSRP Projects and the TBSRP Quarterly Reports.

Regional Measure 1 Program—Schedule

Project	BATA Project Complete Baseline (07/2005)	Approved Changes (Months)	Project Complete Current Approved Schedule (04/2008)	Project Complete Schedule Forecast (04/2008)	Schedule Variance (Months)	Schedule Status	Remarks
a	b	c	d = b + c	e	f = e - d	g	h
New Benicia-Martinez Bridge Project							
• New Benicia-Martinez Bridge	Dec 07	-	Oct 07	Oct 07	-	●	Bridge was opened on August 25, 2007.
• Existing Bridge & Interchange Modifications	Dec 09	-	Dec 09	Dec 09	-	●	
• I-680/I-780 Interchange Replacement	Dec 07	-	Dec 07	Dec 07	-	●	
• Open to Traffic Date	Dec 07	-	Aug 07	Aug 07	-	●	
1927 Carquinez Bridge Demolition Project	Dec 07	-	Dec 07	Dec 07	-	●	
I-880/SR-92 Interchange Reconstruction	Dec 10	-	Jun 11	Jun 11		●	Contract was awarded on August 28, 2007 with the approval of the State budget.

Highlights of Project/Program Activities and TBPOC Actions for May 2008

Toll Bridge Seismic Retrofit Program

SFOBB East Span Seismic Replacement Project

- ◆ On the Yerba Buena Island Transition Structure 1 (YBITS1) Contract, the Department is nearly complete with the contract bid documents. The TBPOC and BATA will be requested to approve the contract for advertisement by late summer.
- ◆ On the Yerba Buena Island Detour Contract, the Department and its contractor continue with the construction of the temporary bypass structure just east and south of the tunnel. Work is now clearly visible to the traveling public. The TBPOC has reviewed and approved a budget and forecast change for the project. BATA will be requested to make a supplemental budget and allocation action to this contract in June.





PROJECT / CONTRACT REPORTS

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project Summary

- Skyway Contract
- Self-Anchored Suspension (SAS) E2/T1 Foundations Contract
- Self-Anchored Suspension (SAS) Superstructure Contract
- Yerba Buena Island (YBI)
 - Yerba Buena Island (YBI) Detour Contract
 - Yerba Buena Island (YBI) Transition Structure Contracts
- Oakland Touchdown (OTD)
 - Oakland Touchdown (OTD) Submarine Cable Relocation Contract
 - Oakland Touchdown (OTD) #1 Contract
 - Oakland Touchdown (OTD) #2 Contract
- Other Major Contracts
- Other Contracts and Related Project Work

San Francisco-Oakland Bay Bridge (SFOBB) West Approach Replacement Project

Richmond-San Rafael Bridge Seismic Retrofit Project

Other Completed Seismic Retrofit Projects

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project Summary

Project Description: The East Span will be seismically retrofitted through the complete replacement of the existing span. The remaining effort for this project consists of the following contracts: SAS Superstructure—construction of a self-anchored 385-meter main span superstructure incorporating a 160-meter fabricated structural steel tower with a main cable and inclined suspenders that will support steel orthotropic decks; Yerba Buena Island (YBI) Detour—design and construction of a temporary double-deck bypass structure that will detour traffic to the existing SFOBB while completing the westerly permanent tie-in structure of the new East Span at Yerba Buena Island; YBI Structures—construction of a new structure connecting the western end of the self-anchored suspension to the Yerba Buena Island viaduct, which will be retrofitted; Oakland Touchdown—at the Oakland end of the East Span, construction of two parallel, cast-in-place post-tensioned concrete viaducts, which join the Skyway to the at-grade Oakland approach fill; and Existing Bridge Demolition—demolition of the existing 1936 SFOBB East Span structure after the construction and placement of traffic onto the new East Span.

SFOBB East Span Replacement Cost Summary (\$ Millions)

Contract	AB 144/ SB 66 Budget	Approved Changes	Current Approved Budget	Cost To Date (04/2008)	Cost Forecast (04/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	959.4	-	959.4	597.9	977.1	17.7
Capital Outlay	-	-	-	-	-	-
Skyway	1,293.0	-	1,293.0	1,233.6	1,254.1	(38.9)
SAS E2/T1 Foundations	313.5	-	313.5	272.8	280.9	(32.6)
SAS Superstructure	1,753.7	-	1,753.7	422.3	1,767.4	13.7
YBI Detour	131.9	202.5	334.4	166.1	461.2	126.8
YBI Transition Structures	299.3	(23.2)	276.1	-	276.1	-
* YBITS 1				-	214.3	
* YBITS 2				-	58.5	
* YBITS 3 - Landscape				-	3.3	
Oakland Touchdown	283.8	-	283.8	80.4	302.5	18.7
* OTD Submarine Cable				7.9	9.6	
* OTD Westbound				72.5	226.5	
* OTD Eastbound				-	62.0	
* OTD Electrical Systems				-	4.4	
Existing Bridge Demolition	239.2	-	239.2	-	222.0	(17.2)
Stormwater Treatment Measures	15.0	3.3	18.3	16.3	18.3	-
East Span Completed Projects	90.3	-	90.3	89.2	90.3	-
Right-of-Way and Environmental Mitigation	72.4	-	72.4	39.3	72.4	-
Other Budgeted Capital	35.1	(3.3)	31.8	0.7	7.7	(24.1)
TOTAL	5,486.6	179.2	5,665.8	2,918.6	5,730.0	64.2

SFOBB East Span Replacement Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (04/2008)	Contract Complete Schedule Forecast (04/2008)	Schedule Variance (Months)
Skyway	April 2007	8	December 2007	December 2007	-
YBI Detour*	July 2007	36	June 2010	June 2010	-
Stormwater Treatment Measures	March 2008	-	March 2008	March 2008	-
SAS E2/T1 Foundations	June 2008	(3)	March 2008	March 2008	-
SAS Superstructure	March 2012	12	March 2013	March 2013	-
Oakland Touchdown (OTD)	November 2013	12	December 2014	December 2014	-
* OTD Submarine Cable	n/a		January 2008	January 2008	-
* OTD No. 1 (Westbound)	n/a		January 2010	January 2010	-
* OTD No. 2 (Eastbound)	n/a		November 2014	November 2014	-
YBI Transition Structure*	November 2013	12	November 2014	November 2014	-
Existing Bridge Demolition*	September 2014	12	September 2015	September 2015	-
Open to Traffic: Westbound	September 2011	12	September 2012	September 2012	-
Open to Traffic: Eastbound	September 2012	12	September 2013	September 2013	-

*Contract schedules being further assessed due to changes in SAS schedule.

Project Status: Construction is complete for the Skyway, SAS E2/T1 Foundations and Stormwater Treatment Measures contracts. Construction is currently ongoing for the YBI Detour, SAS Superstructure, and OTD #1 (Westbound) contracts. Contracts in design include the OTD #2 (eastbound), the YBI Transition Structure (YBITS) Contract #1, YBITS Contract #2 and the Existing Bridge Demolition contract. Design of each contract is proceeding per its schedule requirements.

Project Issues: All projects except Demolition have a Risk Response Team and a Risk Register incorporating quantitative risk analyses. A preliminary risk register has also been developed for Capital Outlay Support (COS) costs, as well as a program-level risk register that captures risks common to all project. The development of a quantitative COS risk analysis is ongoing-going and is trending higher COS costs for the project.

The Risk Response Team for COS is evaluating the program costs and is developing response actions to mitigate. Many of the actions have been effective, as evidenced by a reduction of risk impacts on the Skyway and E2/T1 contracts from the previous quarter. The effort to develop and execute risk response actions to mitigate the cost and schedule impacts posed by risk issues continues to be a high priority.

Recent TBPOC Actions: See the following contract detail pages for specific TBPOC actions on East Span contracts.

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

► SKYWAY CONTRACT

Contract Description: On the SFOBB East Span Seismic Replacement Project, the Skyway contract constructed twin pre-cast concrete segmental bridges that will connect the Oakland approach traffic to the new SAS. The contract was substantially completed by the end of 2007 and Caltrans accepted the Skyway Contract on March 24, 2008 upon completion of final punchlist items. The TBPOC is forecasting that the \$1,293.0 million Skyway contract will be closed-out with \$38.9 million in project savings that can be returned to the program contingency.

Skyway Cost Summary (\$ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (04/2008)	Cost To Date (04/2008)	Cost Forecast (04/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
East Span - Skyway						
Capital Outlay Support	197.0	-	197.0	178.5	181.0	(16.0)
Capital Outlay Construction	1,293.0	-	1,293.0	1,233.6	1,254.1	(38.9)
TOTAL	1,490.0	-	1,490.0	1,412.1	1,435.1	(54.9)

Note: Details may not sum to totals due to rounding effects.

Skyway Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (04/2008)	Contract Complete Schedule Forecast (04/2008)	Schedule Variance (Months)
East Span - Skyway	April 2007	8	December 2007	December 2007	-

Contract Status: The Skyway Contract was accepted by Caltrans on March 24, 2008.

Contract Issues: None.

Recent TBPOC Actions: None.

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

► SELF-ANCHORED SUSPENSION (SAS) E2/T1 FOUNDATIONS CONTRACT

Contract Description: The Self-Anchored Suspension (SAS) E2/T1 Foundations contract has constructed the main tower foundation at T1 and the adjacent east foundation at E2. (See diagram pg. 16) All foundations for the SAS have now been completed with the acceptance of the E2/T1 SAS Marine Foundation contract in January 2008. The E2/T1 contract completed the main tower foundation at T1 and the foundations and columns of the first pier east of main tower at E2. The TBPOC is forecasting that the \$313.5 million E2/T1 contract will be closed out with \$32.6 million in project savings that can be returned to the program contingency. The W2 land foundations and columns for the SAS were completed under a separate earlier contract.

SAS E2/T1 Foundations Cost Summary (\$ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (04/2008)	Cost To Date (04/2008)	Cost Forecast (04/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
East Span - SAS E2 / T1 Foundations						
Capital Outlay Support	52.5	(11.0)	41.5	27.8	31.0	(10.5)
Capital Outlay Construction	313.5	-	313.5	272.8	280.9	(32.6)
TOTAL	366.0	(11.0)	355.0	300.6	311.9	(43.1)

Note: Details may not sum to totals due to rounding effects.

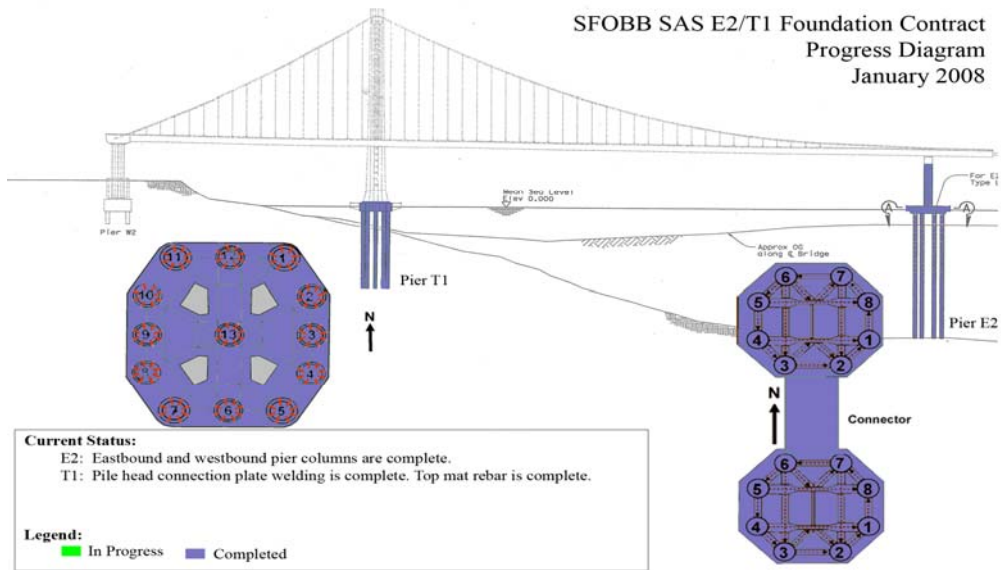
SAS E2/T1 Foundations Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (04/2008)	Contract Complete Schedule Forecast (04/2008)	Schedule Variance (Months)
East Span - SAS E2 / T1 Foundations	June 2008	(3)	March 2008	January 2008	(2)

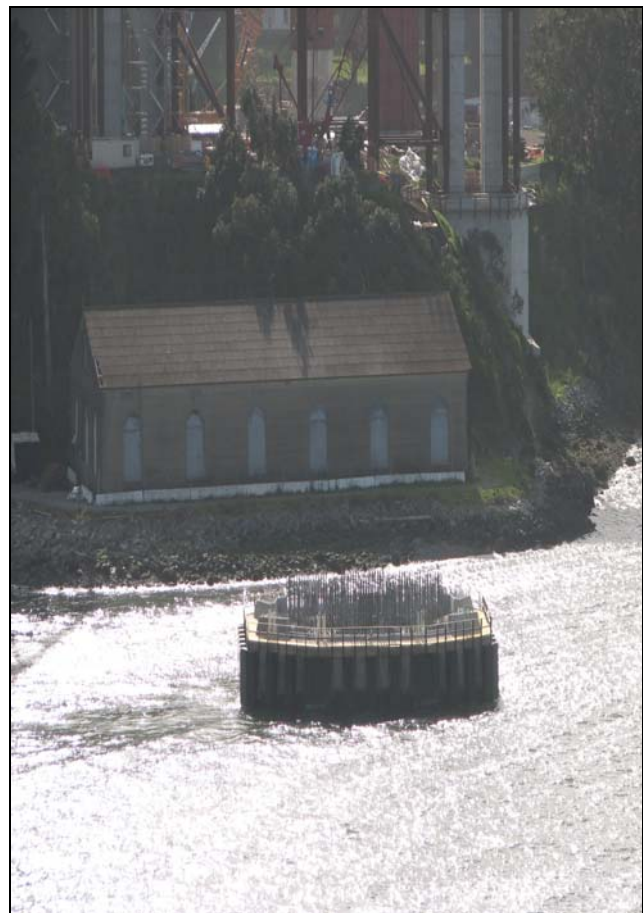
Contract Status: The SAS Marine Foundations Contract was completed in January 2008.

Recent TBPOC Actions: None.

Project Diagram and Photographs



E2-T1 - Completed E2 Westbound & Eastbound



E2-T1 - Completed T1 Footing

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

► SELF-ANCHORED SUSPENSION (SAS) SUPERSTRUCTURE CONTRACT

Contract Description: The Self-Anchored Suspension (SAS) Superstructure contract constructs a signature tower span between the Skyway and the Yerba Buena Island transition structure. Work on the SAS bridge has been split between three contracts—the SAS Superstructure (under construction), the SAS E2/T1 Foundation (completed), and the SAS W2 Foundation (completed).

SAS Superstructure Cost Summary (\$ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (04/2008)	Cost To Date (04/2008)	Cost Forecast (04/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
East Span - SAS Superstructure				-		
Capital Outlay Support	214.6	-	214.6	80.0	214.6	-
Capital Outlay Construction	1,753.7	-	1,753.7	422.3	1,767.4	13.7
TOTAL	1,968.3	-	1,968.3	502.3	1,982.0	13.7

Note: Details may not sum to totals due to rounding effects.

SAS Superstructure Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (04/2008)	Contract Complete Schedule Forecast (04/2008)	Schedule Variance (Months)
East Span - SAS Superstructure	March 2012	12	March 2013	March 2013	-

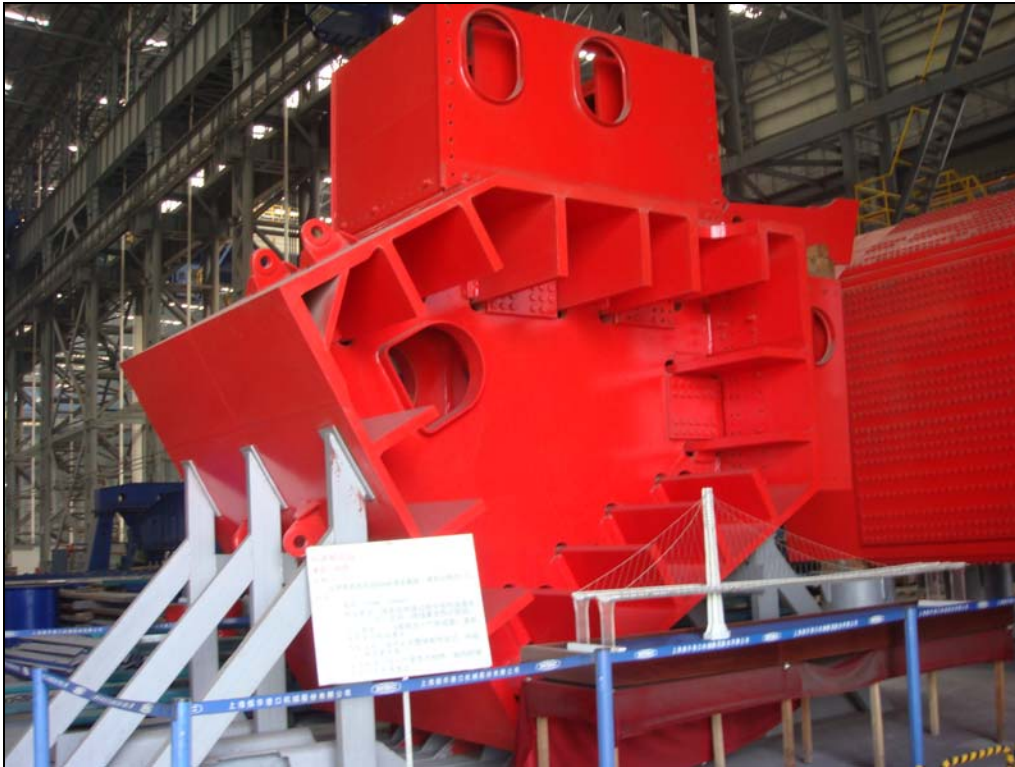
Contract Status: The contract is 28% complete as of May 20, 2008 based on expended value of the contract. The contractor, American Bridge Fluor Enterprises, Inc., a Joint Venture (ABF), and their subcontractors continue to prepare and submit requests for information and submittals for Caltrans review and response, including schedule updates. The Contractor submitted the April 2008 schedule update and it is under review. Crane installation has started on the barge in China and the second W2 cap beam concrete placement was completed on May 6, 2008. Falsework and reinforcing steel installation continues in preparation for the third concrete placement schedule in late July 2008. Caltrans and the contractor are working on final trial mock-ups of the steel tower. Two of three tower mock-ups were physically completed by the contractor and are being tested. The contractor is working on partial mock-up procedures for Caltrans acceptance.

Fabrication of the OBG side plates, bottom plates and deck plates has started for lifts 3 and 4. The Hinge “K” Pipe Beam fabrication that links the SAS to YBITS is in fabrication. In addition, the high strength pre-stressing rods for the Hinge “K” Pipe Beam have been manufactured and delivered. Fabrication of the saddle is 35% complete, based on expended value of the contract. The cable band friction test was conducted successfully at Pier 7 in February 2008.

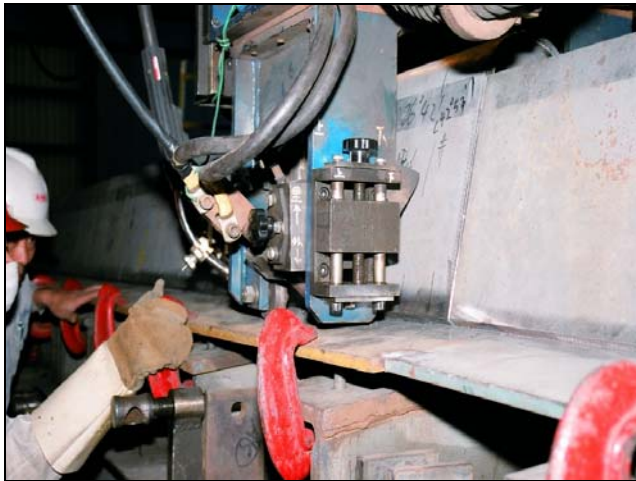
Contract Issues:

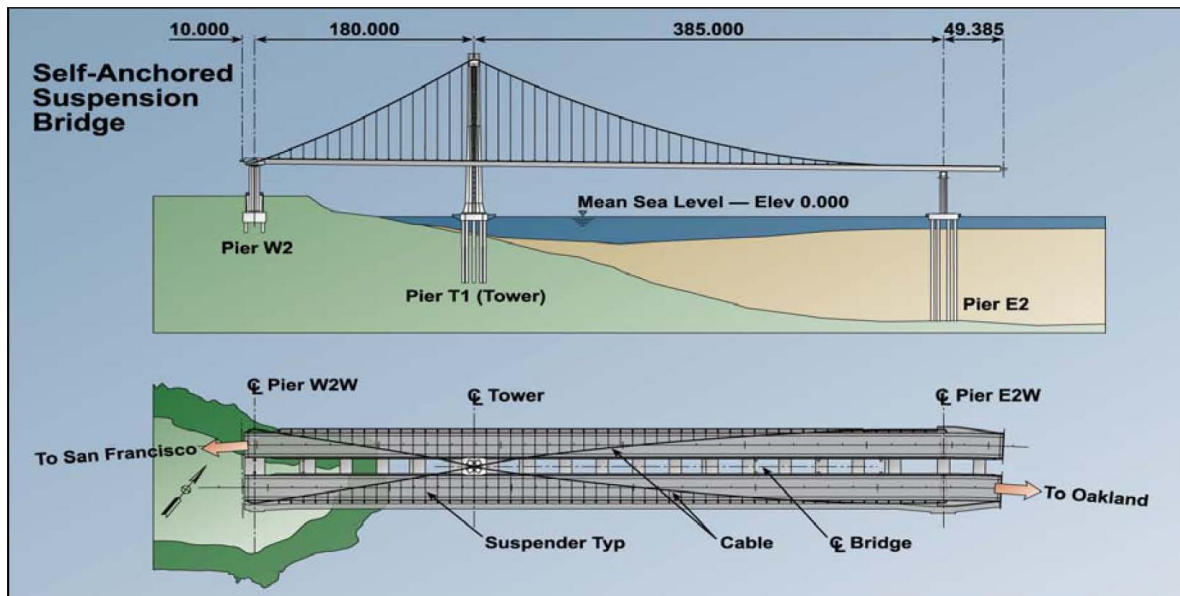
Issue	Mitigating Action
Caltrans has identified the need for added resources to monitor work at the ZPMC steel fabrication facilities in China.	Caltrans has set up facilities and organized resources that will ensure an effective Owner's presence in the steel fabrication shops.
Potential for cost increases during construction due to steel plate conflicts. Applies to structural steel, including the towers and box girders.	Establish Working Drawing Campus with Contractor to facilitate discussion about conflicts and meet regularly. Caltrans has constructed models and identified conflicts, for which CCOs are to be prepared.

Recent TBPOC Actions: None

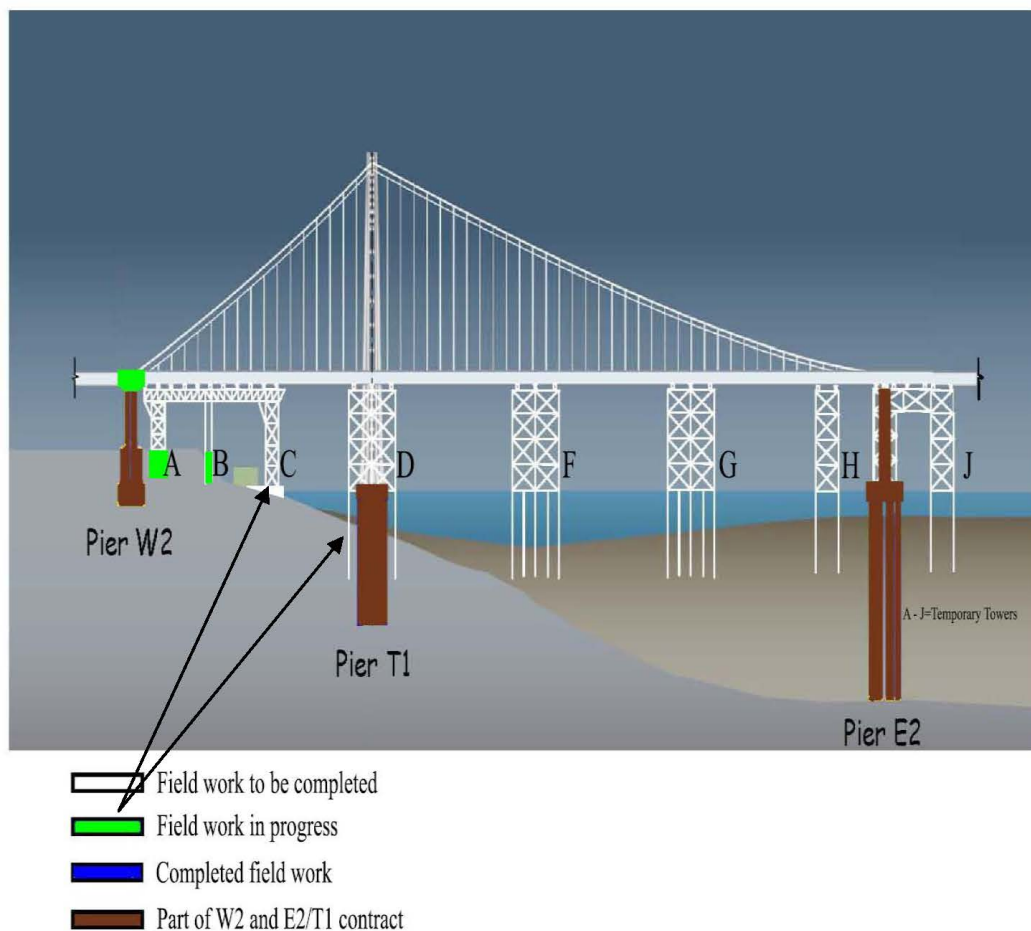
Contract Photographs from Changxing Island, China

China - SFOBB Tower Mock-up

Contract Photographs from Changxing Island, China (cont.)*The Tower Diaphragm**OBG Assembly**Welding Head on Closed Rib Welding Machine**Tower Mock-Up**OBG Segment Assembly Workshop for SFOBB**OBG Segment Assembly Workshop for SFOBB*



SAS Superstructure Construction Progress



Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

► YERBA BUENA ISLAND DETOUR (YBID)

• YBI DETOUR CONTRACT

Contract Description: The YBI Detour constructs a temporary detour from the YBI tunnel to the existing east span of the Bay Bridge. This detour maintains traffic on the existing bridge while the YBI Transition Structure Contract completes the tie-in from the SAS to the existing tunnel.

YBI Detour Cost Summary (\$ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (04/2008)	Cost To Date (04/2008)	Cost Forecast (04/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
YBI Detour						
Capital Outlay Support	29.5	10.0	39.5	40.7	66.0	26.5
Capital Outlay Construction	131.9	202.5	334.4	166.1	461.2	126.8
TOTAL	161.4	212.5	373.9	206.8	527.2	153.3

Note: Details may not sum to totals due to rounding effects.

YBI Detour Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (04/2008)	Contract Complete Schedule Forecast (04/2008)	Schedule Variance (Months)
YBI Detour *	July 2007	36	June 2010	June 2010	-

* Contract schedule under assessment. See Contract Issues on the following page.

Contract Status: The YBI Detour Contract was awarded in early 2004 to construct a temporary detour structure providing for, at that time, a new bridge opening in 2006. Due to the re-advertisement of the SAS superstructure contract in 2005, the bridge opening was rescheduled to 2013, which necessitated a temporary suspension of the YBI Detour contract and design changes. The required suspension of work and design revisions has resulted in increased cost for the YBI Detour contract.

In 2006, the TBPOC approved a plan to pace work on the project, to have Caltrans assume design responsibility over the east and west tie-ins, and to make changes to the detour structures to allow it to stand in place alone for a longer duration than originally intended. The YBI Detour contract is now forecast to be completed in 2010 consistent with the planned westbound opening date of 2012 for the new bridge.

In addition to the revised contract completion date, the TBPOC approved on February 15, 2007 to advance foundation and retrofit work from the Yerba Buena Island Transition Structures (YBITS) contract to the YBI Detour contract. Advancing the work will reduce overall project schedule risk by taking work off the critical path for the East Span project while making more effective use of the extended YBI Detour contract duration, and will enable potential acceleration of the SAS construction pending negotiation with American Bridge.

Significant construction risks have been identified that will require additional funds to be budgeted for the project. In March 2008, the TBPOC approved a revised forecast for the project with additional contingencies to cover the risks and

has redirected project savings from the E2/T1, Skyway, and Richmond-San Rafael Bridge contracts and TBSRP program contingency to cover the increases.

Fabrication of the temporary viaduct detour is being completed in Pohang, Korea. The last shipment of the viaduct is expected to arrive in May 2008 at the Port of San Francisco. Several viaduct bent caps are complete.

Construction of the last viaduct column bent cap is in progress. The contractor is completing erection of span 48 of the viaduct and progressing with the falsework for span 49. Erection of span 49 steel is to start mid May.

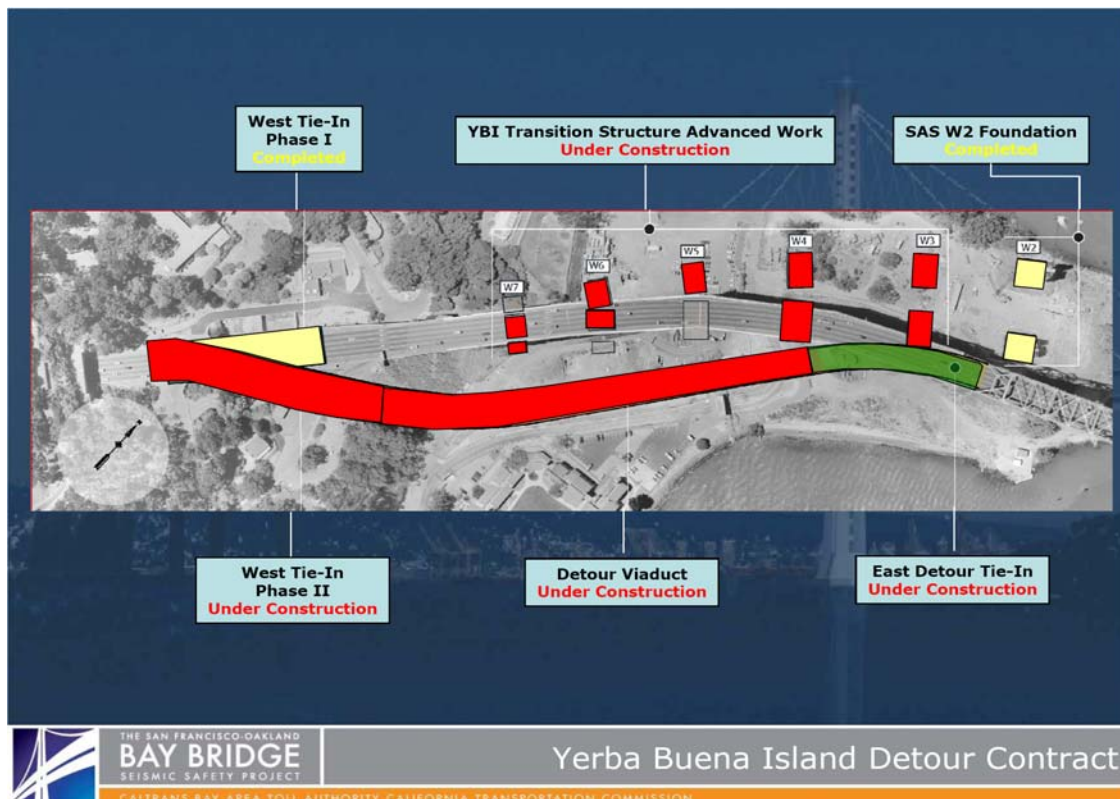
The contractor is completing the relocation of the existing pump station, and has completed the relocation of the AT&T line. Caltrans has also delivered the West Tie-In Phase II design and the East Tie-in designs. Construction of the West Tie-In Phase 2 and ETI Skid bent foundations piles is in progress.

As part of the YBI Advanced Work, the contractor has completed the foundations and the 1st at W6L and W6R-N. Backfill W4L, and W4R CIDH piles are complete, and the 3rd lift of the column is ongoing. Excavation work on W3 Right column is to start mid May.

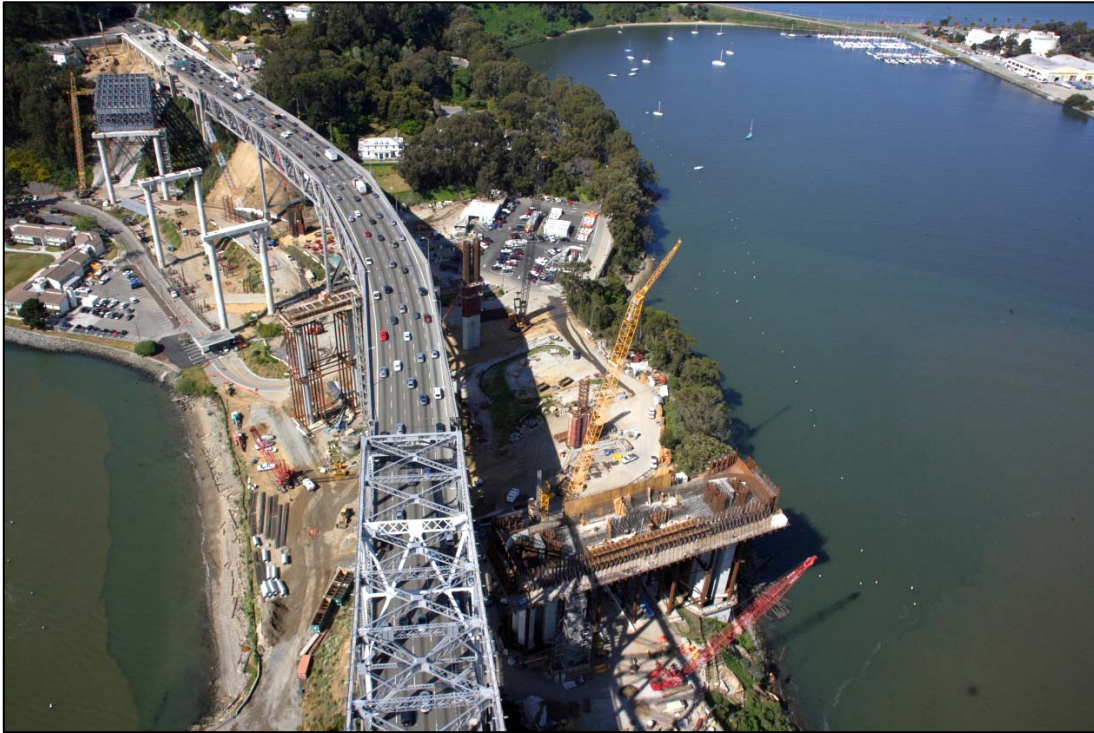
Recent TBPOC Actions: None.

Contract Issues:

Issue	Mitigating Action
Caltrans will need to negotiate a number of contract change orders to implement the aforementioned changes to the contract.	The TBPOC has approved a plan of action to implement the changes. Caltrans is currently negotiating outstanding contract changes.



Contract Photographs



YBI West



YBI East

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

► YBI TRANSITION CONTRACTS (YBITS)

Contract Description: The YBI Transition Structure contracts will construct the mainline YBI transition structures (YBITS) that will connect the SAS portion of the new bridge to the newly rolled in WTI Phase I structure. YBITS #1 will construct the mainline approach structure from the new bridge to the WTI Phase I structure. YBITS #2 will demolish the YBI Detour temporary structure, complete the new eastbound on-ramp, reconstruct local affected facilities at YBI, and complete the bike path from the SAS to YBI (except for a section of the path that conflicts with existing column E1). That section of the path is contemplated to be completed in the demolition contract. A YBI Landscaping Contract will restore slopes and vegetation in areas affected by YBI construction.

YBI Transition Structure Cost Summary (\$ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (04/2008)	Cost To Date (04/2008)	Cost Forecast (04/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	78.7	-	78.7	19.4	78.7	-
Capital Outlay Construction						
* YBITS Contract #1				-	214.3	
* YBITS Contract #2				-	58.5	
* YBITS Contract #3 - Landscape				-	3.3	
Total Capital Outlay Construction	299.3	(23.2)	276.1	-	276.1	-
TOTAL	378.0	(23.2)	354.8	19.4	354.8	-

Note: Details may not sum to totals due to rounding effects.

YBI Transition Structure Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (04/2008)	Contract Complete Schedule Forecast (04/2008)	Schedule Variance (Months)
YBI Transition Structure	November 2013	12	November 2014	November 2014	-

Contract Status: In February 2007, the TBPOC approved a plan to accelerate portions of the YBITS work by adding it to the YBI Detour Contract. The new forecast for the YBITS contract excluding the advanced work is \$276.1 million which is a net reduction of \$23.2 million from the AB 144/SB 66 budget. Caltrans is preparing the remaining portion of the YBITS # 1 Contract for advertisement in 2008. See the YBI Detour Contract Status on page 17 for more information.

Contract Issues: None.

Recent TBPOC Actions: None.

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

► OAKLAND TOUCHDOWN CONTRACTS

Contract Descriptions: The Oakland Touchdown #1 Contract includes construction of all marine foundations, and land foundations (except for the eastbound abutment), westbound bridge section, and one frame of the eastbound bridge section and roadway approach for the section connecting the new Skyway portion to the roadway west of the Oakland Toll Plaza.

The Oakland Touchdown #2 Contract includes construction of the remaining eastbound bridge section and roadway approach for the section connecting the new Skyway portion to the roadway west of the Oakland Toll Plaza. This work would occur once the westbound traffic is shifted onto the new westbound bridge, including the SAS.

The Submarine Cable Relocation Contract replaced the existing submarine electrical cable from Oakland to Treasure Island and was completed ahead of the OTD Contract #1 which avoided potential construction conflicts.

Oakland Touchdown Cost Summary (\$ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (04/2008)	Cost To Date (04/2008)	Cost Forecast (04/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	74.4	-	74.4	34.3	92.1	17.7
Capital Outlay Construction						
OTD Submarine Cable	-	-	-	7.9	9.6	-
Oakland Touchdown #1	-	-	-	72.5	226.5	-
Oakland Touchdown #2	-	-	-	-	62.0	-
Oakland Touchdown Electrical	-	-	-	-	4.4	-
Total Capital Outlay Construction	283.8	-	283.8	80.4	303.5	18.7
TOTAL	358.2	-	358.2	114.7	394.6	36.4

Note: Details may not sum to totals due to rounding effects. The allocation of AB144/SB 66 budgets is proceeding. Budget amount is TBD. Overall OTD budgets and forecasts are shown on page 2.

Oakland Touchdown Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (04/2008)	Contract Complete Schedule Forecast (04/2008)	Schedule Variance (Months)
OTD Submarine Cable	-	-	January 2008	January 2008	-
Oakland Touchdown #1	-	-	January 2010	January 2010	-
Oakland Touchdown #2	-	-	November 2014	November 2014	-

Contract Status

Oakland Touchdown Contract #1: The project is approximately 31% complete based on expended value of the contract as of April 30, 2008. The Department continued to review and process various contractors' RFIs and submittals. The temporary trestle used for construction of the westbound portion of the bridge is substantially complete, while the temporary trestle for the eastbound portion of the bridge is still under construction. Work on the substructure and column portions of the westbound bridge structure is ongoing, and the progress status can be viewed on the progress diagram on the following page. Other work in progress includes electrical work for temporary underground and roadway at grade, construction of the electrical duct bank and surveying the manhole locations.

Submarine Cable Relocation Contract: All field work has been completed and the contractor has demobilized. Caltrans has accepted the contract.

Contract Issues: None.

Recent TBPOC Actions: None.



OTD #1



Completed Column & Closure Pour @ E20L.



Abut 23L



Welding Head on Closed Rib Welding Machine



Overhead View of the OTD1 Looking East from the Skyway Deck

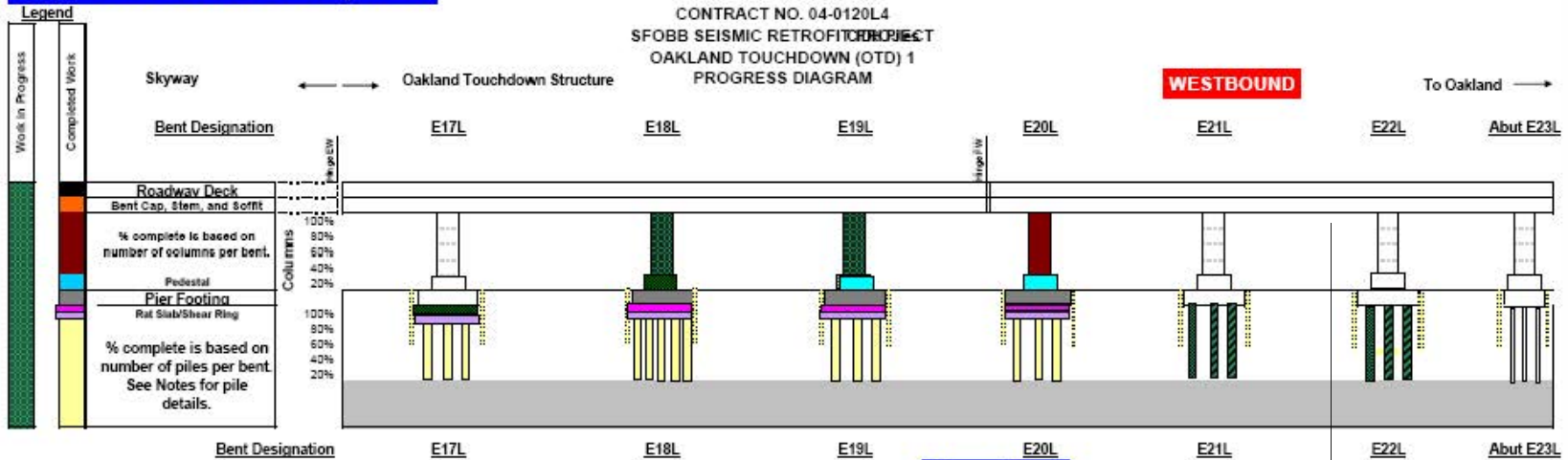


Rebar Column Erection



OBG Segment Assembly Workshop for SFOBB

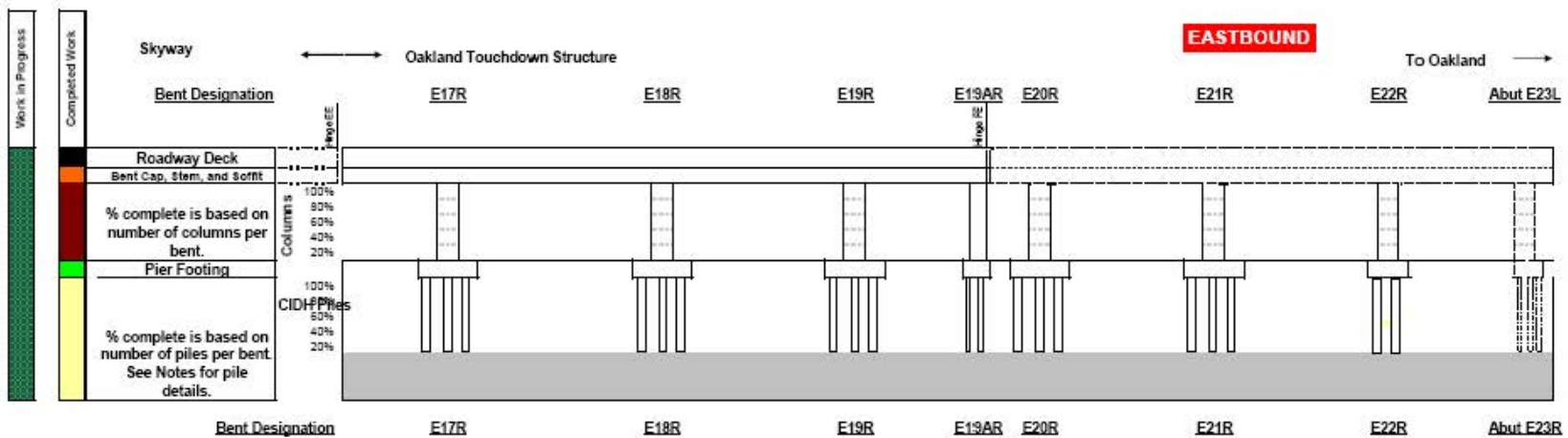
PROGRESS UPDATE AS OF: May 7, 2008



- Notes:
1. Bents E17L, E18L and E19L each have 9 - 1.80 m CISS Concrete piles.
 2. Bents E20L, E21L and E22L each have 8 - 1.80 m CISS Concrete piles.
 3. Abutment E23L has 38 - 610mm Prestressed Precast Concrete Piles.
 4. Bents E17R through E21R each have 9 - 1.80 m CISS Concrete piles.
 5. Bent E22R has 8 - 1.80 m CISS Concrete piles.
 6. Temporary Bent E19AR has 5 - 910mm Prestressed Precast Concrete Piles

Progress Status:

7. Main S. North side Finger Trestles are all done. Trestle Fingers @ the south side in progress.
8. Cofferdam installation from E17L thru E25L are completed.
9. E20L Footing, pedestal, column and closure wall are complete.
10. E18L footing, pedestal, and column completed, formwork for the closure wall in progress.
11. E18L Footing completed, pedestal and column work in progress.
12. E17L pile driving and rat slab completed. Shear ring installation in progress.
13. E21L. Pile driving and welding operation in progress.
14. E22L. Pile driving and welding operation in progress.
15. Abutment E23L. Sheet piles and excavation completed.



Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

► OTHER CONTRACTS

Contract Description: Other Major Contracts include the Stormwater Treatment Measures contract, which will implement best practices for storm water runoff treatment at the SFOBB toll plaza and approaches to the SFOBB toll plaza and the Existing Bridge Demolition contract, which will include the complete removal of the existing 1936 east span following the opening of the new bridge.

Other Major Contracts Cost Summary (\$ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (04/2008)	Cost To Date (04/2008)	Cost Forecast (04/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	85.7	2.0	87.7	8.2	87.7	-
Capital Outlay Construction						-
Existing Bridge Demolition	239.2	-	239.2	-	222.0	(17.2)
Stormwater Treatment Measures	15.0	3.3	18.3	16.3	18.3	-
Total Capital Outlay Construction	254.2	3.3	257.5	16.3	240.3	(17.2)
TOTAL	339.9	5.3	345.2	24.5	328.0	(17.2)

Note: Details may not sum to totals due to rounding effects.

Other Major Contracts Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (04/2008)	Contract Complete Schedule Forecast (04/2008)	Schedule Variance (Months)	% Design Comp.
Existing Bridge Demolition	September 2014	12	September 2015	September 2015	-	10
Stormwater Treatment Measures	March 2008	-	March 2008	March 2008	-	N/A

Contract Status:

Stormwater Treatment Measures: The contract was accepted in December 2007.

Bridge Demolition: Design work has been temporarily suspended to assign engineering resources to higher priority tasks, and will resume at a later time. The contract schedule completion date has been extended by 12 months due to a 12-month SAS contract extension. The \$17.2 million decrease in construction costs for the Existing Bridge Demolition contract is due to a re-evaluation of cost escalation rates for the contract.

Recent TBPOC Actions: None

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

► OTHER COMPLETED CONTRACTS AND RELATED WORK

Summary Description: Substantial work has already been performed on the SFOBB East Span Replacement project to facilitate construction of the mainline construction contracts.

Other Contracts and Related Work Cost Summary (\$ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (04/2008)	Cost To Date (04/2008)	Cost Forecast (04/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	227.0	(1.0)	226.0	209.0	226.0	-
Right-of-Way and Environmental Mitigation	72.4	-	72.4	39.3	72.4	-
Capital Outlay Construction						-
SAS W2 Foundations	26.4	-	26.4	25.8	26.4	-
YBI/SAS Archaeology	1.1	-	1.1	1.1	1.1	-
YBI - USCG Road Relocation	3.0	-	3.0	2.8	3.0	-
YBI - Substation and Viaduct	11.6	-	11.6	11.3	11.6	-
Oakland Geofill	8.2	-	8.2	8.2	8.2	-
Pile Installation Demonstration Project	9.2	-	9.2	9.2	9.2	-
Existing East Span Retrofit	30.8	-	30.8	30.8	30.8	-
Total Capital Outlay Construction Completed	90.3	-	90.3	89.2	90.3	-
TOTAL	389.7	(1.0)	388.7	337.5	388.7	-

Note: Details may not sum to totals due to rounding effects.

Other Contracts and Related Work Schedule Summary

Project	Actual Project Completion Date
Existing East Span Retrofit	March 1998
Interim Retrofit	July 2000
Pile Installation Demolition Project	December 2000
YBI / SAS Archaeology	January 2003
Oakland Geofill	April 2003
YBI – USCG Road Relocation	June 2004
SAS W2 Foundations	October 2004
YBI Substation and Viaduct	May 2005

Summary Status: Construction has been completed on the above-listed contracts. Caltrans continues to work with various environmental agencies to conduct compliance inspections and monitor and mitigate any environmental impacts from the project.

Contract Issues: None.

Recent TBPOC Actions: None.

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) West Approach Replacement Project

Project Description: The SFOBB West Approach Replacement Project will replace the entire west approach structure from 5th Street to the west anchorage of the existing west spans of the SFOBB while maintaining existing traffic lanes for the weekday commute.

SFOBB West Approach Replacement Cost Summary (\$ Millions)

Project	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (04/2008)	Cost To Date (04/2008)	Cost Forecast (04/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
West Approach						
Capital Outlay Support	120.0	-	120.0	105.5	120.0	-
Capital Outlay Construction	309.0	24.7	333.7	278.1	350.7	17.0
TOTAL	429.0	24.7	453.7	383.6	470.7	17.0

Note: Details may not sum to totals due to rounding effects.

SFOBB West Approach Replacement Schedule Summary

Project	AB 144/SB 66 Project Completion Baseline (07/2006)	Approved Changes (Months)	Project Complete Current Approved Schedule (04/2008)	Contract Complete Schedule Forecast (04/2008)	Schedule Variance (Months)
West Approach	August 2009	-	August 2009	January 2009	(7)
Open-to-Traffic Date: Mainline Realignment			April 2008	April 2008	-

Project Status: Construction is 94% complete as of April 20, 2008 based on expended value of the contract. Seismic retrofit construction is continuing throughout the project. The rebuilding of the eastbound 80 structure is complete and the traffic switch onto the permanent eastbound structure occurred on April 12, 2008. Final widening of both mainline structures has commenced. Work on the architectural elements of the First Street retaining wall is scheduled to start in June 2008. The seismic retrofit work on Frame 8L (lower deck anchorage spans) will also begin in June 2008. The permanent Sterling on-ramp will be open to traffic in the summer of 2008.

Project Issues: None.

Contract Issues: None.

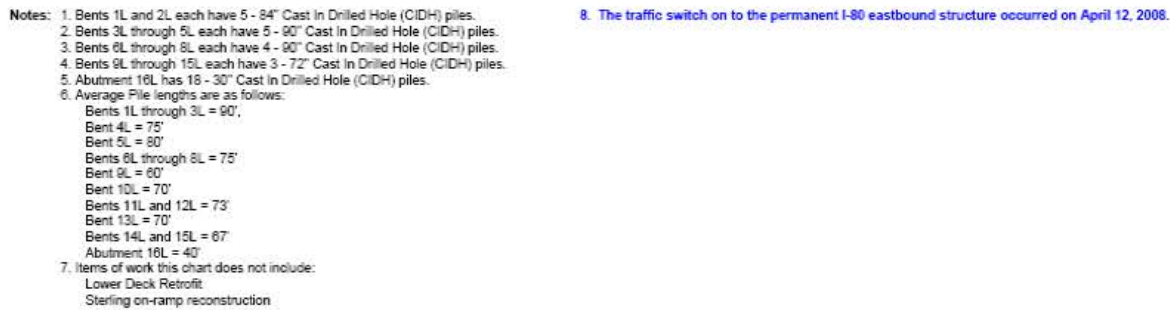
Recent TBPOC Actions: CCO # 235 – Time-Related Overhead for 136 working day time extension for the contract is scheduled to be presented to the TBPOC in their June 2008 meeting.

Contract Photographs



Contract Photographs (cont.)





Toll Bridge Seismic Retrofit Program

Richmond-San Rafael Bridge (RSRB) Seismic Retrofit Project

Project Description: The Richmond-San Rafael (RSR) Bridge Seismic Retrofit Project strengthened the existing bridge to withstand the effects of a large seismic event. As part of the retrofit work, Caltrans performed work to strengthen the bridge foundations, replace the existing west trestle and the main channel fenders and complete the joint rehabilitation of the bridge deck. (The RM1 work is reported in the RM1 section of the report.)

RSRB Seismic Retrofit Cost Summary (\$ Millions)

Project	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (04/2008)	Cost To Date (04/2008)	Cost Forecast (04/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
RSRB Seismic Retrofit						
Capital Outlay Support	134.0	(7.0)	127.0	126.7	127.0	-
Capital Outlay Construction & Right-of-Way	780.0	(82.0)	698.0	666.6	689.5	(8.5)
TOTAL	914.0	(89.0)	825.0	793.3	816.5	-

Note: Details may not sum to totals due to rounding effects.

* The seismic retrofit contract included work to rehabilitate the bridge deck joints. Although the deck joint work was funded from RM1 toll funds, the work is also eligible for Toll Bridge Seismic Retrofit Program funding. In July 2005, BATA rescinded \$16.9 million in RM1 funds for the deck joint work to make additional RM1 funds available for the New Benicia-Martinez Bridge Project. An equivalent amount of seismic funds will be used on the deck joint work, which is included in the budget above.

RSRB Seismic Retrofit Schedule Summary

Project	AB 144/SB 66 Project Completion Baseline (07/2005)	Approved Changes (Months)	Project Complete Current Approved Schedule (04/2008)	Contract Complete Schedule Forecast (04/2008)	Schedule Variance (Months)
RSRB Seismic Retrofit	August 2005	-	August 2005	October 2005	2
RSRB Public Access Lot	NA	-	September 2007	August 2007	-1

Project Status: The retrofit construction contract was completed and accepted on October 28, 2005. Project savings in the amount of \$89 million was transferred to the program contingency in October 2006.

Caltrans has concluded negotiations with regulatory agencies on pile driving issues and impacts to fisheries, and a settlement has been reached and payment has been made. The settlement was less than forecast and the savings will be transferred to program contingency.

Construction work on the Public Access Project was completed in August 2007 and the lot was opened to public use.

Recent TBPOC Actions: None.

Toll Bridge Seismic Retrofit Program

Other Completed Seismic Retrofit Projects

Summary Description: Caltrans has already completed the seismic retrofits of the West Spans of the SFOBB, the existing 1958 Carquinez Bridge, the existing Benicia-Martinez Bridge, the San Mateo-Hayward Bridge, and two former toll bridges in Southern California.

Other Completed Seismic Retrofit Projects Cost Summary (\$ Millions)

Project	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (04/2008)	Cost To Date (04/2008)	Cost Forecast (04/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
San Francisco-Oakland Bay Bridge West Span Seismic Retrofit Project	307.9	-	307.9	301.1	307.9	-
Carquinez Bridge Retrofit Project	114.2	-	114.2	114.2	114.2	-
Benicia-Martinez Bridge Retrofit Project	177.8	-	177.8	177.8	177.8	-
San Mateo-Hayward Bridge Retrofit Project	163.5	-	163.5	163.4	163.5	-
Vincent Thomas Bridge Retrofit Project	58.5	-	58.5	58.4	58.5	-
San Diego-Coronado Bridge Retrofit Project	103.5	-	103.5	102.6	103.5	-
TOTAL	925.4	-	925.4	917.5	925.4	-

Note: Details may not sum to totals due to rounding effects. Capital Outlay Support and Capital Outlay have been combined.

Other Completed Seismic Retrofit Projects Schedule Summary

Project	Actual Project Completion Date
Vincent Thomas Bridge Retrofit	May 2000
San Mateo-Hayward Bridge Retrofit	June 2000
Carquinez Bridge Retrofit	January 2003
San Diego-Coronado Bridge Retrofit	June 2003
Benicia-Martinez Bridge Retrofit	August 2003
SFOBB West Span Seismic Retrofit	June 2004

Summary Status: Construction has been completed on the above-listed projects. The Estimate at Completion amounts shown above includes allowances for minor project closeout costs.

Contract Issues: None.

Recent TBPOC Actions: None.

Toll Bridge Seismic Retrofit Program

Other Toll Bridges

Dumbarton and Antioch Bridges

State Route 84 crosses the southern region of San Francisco Bay between the cities of Newark to the east and East Palo Alto to the west. The route consists of three lanes in each direction and an eight-foot bicycle/pedestrian lane. The AADT of the route is near 70,000. The bridge is over 2 km in length and is positioned in an approximately normal geometry between two seismic faults which the USGS has reported to pose most of the significant seismic threat to the San Francisco Bay Area: the San Andreas Fault, some 15 km to the west of the bridge; and the Hayward Fault, some 13 kilometers to the east of the bridge.

State Route 160 crosses the San Joaquin River between the city of Antioch and Sherman Island (leading to Rio Vista) via the Antioch Bridge. The bridge carries a single lane of traffic in each direction. The AADT for the route is slightly over 10,000 vehicles per day. The bridge is threatened by the Bird's Landing Seismic Zone, Cost Range/Sierra Nevada Boundary Zone, and the San Andreas Fault.

Current Progress

Work in the area of bridge structural engineering is continuing for both bridges. The structures team to date has been collecting and evaluating structural information on the bridges, and reducing that information for use in computer models of the bridges and the initial runs of the computational models have now been completed. The design team met with other experienced retrofit experts in late March to review the designer's strategy. The structure team has begun the final design process for both bridges. Currently the modeling data is being analyzed on both of these bridges to finalize the retrofit strategies. A preliminary cost analysis is also being performed by Caltrans and an independent consultant, Ch2MHill, along with the schedule for design portion of these bridges. A cost estimating workshop was held on April 8, 2008 and a preliminary cost estimate is expected in June 2008. A risk management meeting was held on April 16, 2008 to identify the risks and their impact on cost, scope, and schedule of these projects. The environmental process has begun for both projects and once the design/retrofit strategy is completed, all the permit applications will be submitted to the appropriate agencies for their approval. A meeting was held with the environmental resource agencies on April 22, 2008 to brief them on these projects and to initiate the environmental permit application processes. (See schedule on page 36.)



The Antioch Bridge



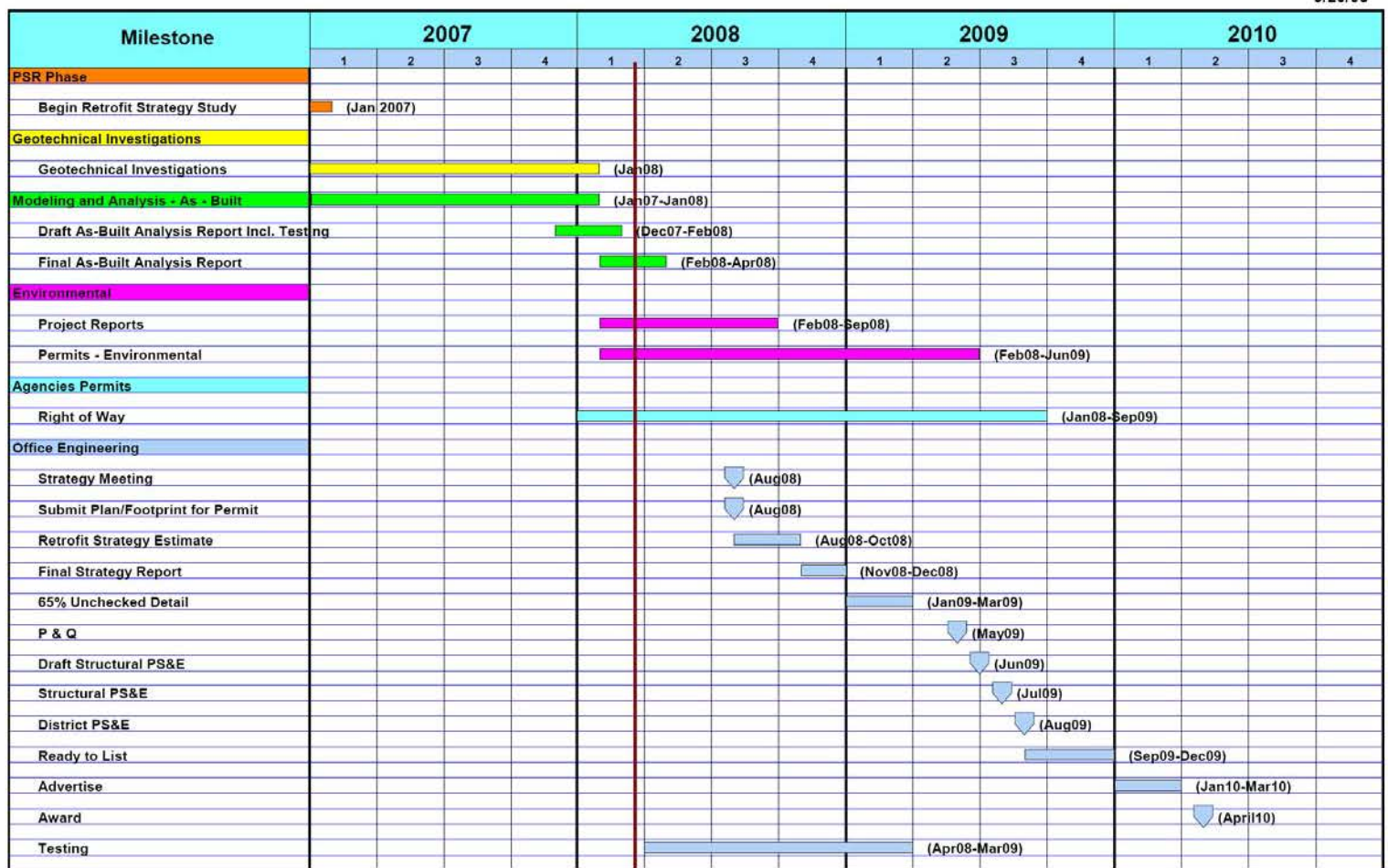
The Dumbarton Bridge

Antioch/Dumbarton Bridge Baseline Schedule

Seismic Retrofit Strategy

Date: 3/20/08

3/20/08





PROJECT / CONTRACT REPORTS

Regional Measure 1 Program

New Benicia-Martinez Bridge Project Summary

- New Benicia-Martinez Bridge Contract
- Other Contracts and Related Project Activities

New Carquinez Bridge Project

Richmond-San Rafael Bridge Deck Overlay Project

Interstate 880 / State Route 92 Interchange Reconstruction

Other Completed Regional Measure 1 Projects

- San Mateo–Hayward Bridge Widening Project
- Richmond Parkway Project
- Bayfront Expressway Widening Project
- Richmond-San Rafael Bridge Trestle, Fender, and Deck Joint Rehabilitation Project

Regional Measure 1 Program

New Benicia-Martinez Bridge Project Summary

Project Description: The new Benicia-Martinez Bridge project has constructed a new parallel bridge just east of the existing bridge. The project includes reconstructed interchanges to the north and south of the bridges and a new toll plaza and administration building in Martinez.

New Benicia-Martinez Bridge Project Cost Summary (\$ Millions)

Contract	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (04/2008)	Cost To Date (04/2008)	Cost Forecast (04/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	157.1	35.2	192.3	180.6	192.3	-
Right-of-Way and Others	20.4	(0.1)	20.3	12.4	20.3	-
Capital Outlay						-
New Bridge	672.0	94.6	766.6	761.7	766.6	-
I-680/I-780 Interchange Replacement	76.3	26.9	103.2	98.1	103.2	-
I-680/Marina Vista Interchange Reconstruction	51.5	4.9	56.4	56.1	56.4	-
New Toll Plaza	24.3	2.0	26.3	23.3	26.3	-
Existing Bridge & Interchange Modifications	17.2	42.3	59.5	4.7	59.5	-
Other	20.3	2.8	23.1	15.4	23.1	-
Project Reserve	20.8	4.0	24.8	-	24.8	-
TOTAL	1,059.9	212.6	1,272.5	1,152.3	1,272.5	-

Note: Details may not sum to totals due to rounding effects.

* The budget and estimate at completion includes approximately \$33 million in non-toll bridge funds (Proposition 192 and SHOPP).

New Benicia-Martinez Bridge Project Schedule Summary

Contract	BATA Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (04/2008)	Contract Complete Schedule Forecast (04/2008)	Schedule Variance (Months)
I-680/Marina Vista Interchange Reconstruction	March 2006	1	April 2006	April 2006	-
New Toll Plaza	June 2006	-	May 2007	May 2007	-
New Benicia-Martinez Bridge	December 2007	-	October 2007	October 2007	-
I-680/I-780 Interchange Replacement	December 2007	-	December 2007	March 2008	3
Open to Traffic	December 2007	-	August 2007	August 2007	-
Existing Bridge & Interchange Modifications	December 2009	-	December 2009	December 2009	-

Contract Status:

New Benicia-Martinez Bridge: The New Benicia-Martinez Bridge was opened to traffic on August 25, 2007. The new bridge carries five lanes of northbound Interstate 680 traffic (two additional lanes) and features a new expanded toll plaza with the Bay Area's first Open-Road Tolling (ORT) FasTrak Express Lanes. With the ORT express lanes, vehicles paying their toll via FasTrak can pay electronically at highway speeds.

Toll Plaza and Administration Building: The contract is 100% complete based on contractor payment. The Contractor has completed all work on the Operations Building, Toll Plaza and Courtyard. The Plant Establishment Period ended on May 14, 2007. The contract was accepted on May 18, 2007 and the Proposed Final Estimate (PFE) has been issued. The Contractor has submitted their response to the PFE, which includes resolution of claims, which are currently being reviewed by Caltrans. A number of claims that have been filed by the Contractor remain to be resolved. Of those claims, the Time Related Overhead (TRO) claim has the largest exposure potential. At this point, Caltrans is awaiting response from the Contractor regarding the settlement of the TRO claim. Caltrans anticipates that the claims can be settled within the contract budget.

I-680/I-780 Interchange: The contract is substantially complete and final acceptance was issued on March 4, 2008.

The Modification Contract was awarded to American Civil Constructors and Top Grade Construction Joint Venture on November 21, 2007. The 1st contract work day was on January 14, 2008. The contract is expected to take approximately two years. The Contractors continue to submit RFIs and submittals, which are being processed by Caltrans, on a continuous basis. The Baseline schedule was accepted on April 14, 2008. The schedule update submitted on March 31, 2008 shows percent complete at 20%. Deck rehabilitation at the existing Benicia Bridge is ongoing. Work continues on all fronts of the project from the north end of the bridge, continuing on the roadway excavation, drainage system, toll plaza facilities demolition and embankment for the WB 780 widening; and at the south end of the bridge, continuing with the roadway excavation (class II) to correct the undulation problems of the roadway section and installation of walers and struts for the sheetpiles.

Recent TBPOC Actions: None.



Deck Repair at Existing Benicia Bridge



Roadway Excavation at Undulation Area South of the Benicia Bridge

Regional Measure 1 Program

New Carquinez Bridge Project

Project Description: The New Carquinez Bridge project involves constructing a new suspension bridge west of the existing bridges with four westbound lanes and a bicycle/pedestrian lane and demolishing the existing 1927 bridge.

New Carquinez Bridge Cost Summary (\$ Millions)

Contract	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (04/2008)	Cost To Date (04/2008)	Cost Forecast (04/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	124.4	(0.2)	124.2	123.1	123.6	(0.6)
Capital Outlay Construction						-
Replacement Bridge	253.3	4.0	257.3	255.9	257.3	-
South Interchange	73.9	-	73.9	71.9	73.9	-
Existing 1927 Bridge	35.2	-	35.2	34.5	35.2	-
Other	29.3	(0.8)	28.5	25.8	28.6	0.1
Project Reserve	12.1	(3.0)	9.1	-	0.6	(8.5)
TOTAL	528.2	-	528.2	511.2	519.2	(9.0)

Note: Details may not sum to totals due to rounding effects.

New Carquinez Bridge Schedule Summary

Contract	BATA Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (04/2008)	Contract Complete Schedule Forecast (04/2008)	Schedule Variance (Months)
New Carquinez Bridge	December 2003*	-	December 2003*	December 2003*	-
1927 Carquinez Bridge Demolition	September 2007	-	December 2007	December 2007	-
Landscaping	August 2011	-	August 2011	August 2011	-

* The date shown is for the opening of the bridge to traffic.

Project Status: The new replacement bridge and all its approaches have been completed and were opened to traffic in November 2003. The removal of the entire 1927 bridge (Main Truss) was completed in September 2007. The Carquinez Bridge Demolition Contract was substantially complete in December 2007. The project is substantially complete and Contract Completion Acceptance (CCA) is expected to be issued no later than May 30, 2008.

Project Issues: None

Regional Measure 1 Program

Interstate 880/State Route 92 Interchange Reconstruction Project

Project Description: Modify the existing cloverleaf interchange to increase capacity and improve safety and traffic operations.

Interstate 880/State Route 92 Interchange Cost Summary (\$ Millions)

Contract	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (04/2008)	Cost To Date (04/2008)	Cost Forecast (04/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
I-880/SR-92 Interchange Improvement						
Capital Outlay Support	28.8	26.2	55.0	38.4	55.0	-
Capital Outlay Construction	94.8	60.2	155.0	15.4	155.0	-
Capital Outlay Right-of-Way	9.9	5.1	16.9	9.7	16.9	-
Project Reserve	0.3	19.7	18.1	-	18.1	-
TOTAL	133.8	111.2	245.0	63.5	245.0	-

Note: Details may not sum to totals due to rounding effects. \$9.6 million in ACTA funds included under Capital Outlay Construction. \$3.0 million included in Capital Outlay Construction and \$1.0 million in Capital Outlay Support for separate landscape contract.

Interstate 880/State Route 92 Interchange Schedule Summary

Project	BATA Project Completion Baseline (07/2005)	Approved Changes (Months)	Project Complete Current Approved Schedule (04/2008)	Contract Complete Schedule Forecast (04/2008)	Schedule Variance (Months)
I-880/SR-92 Interchange Reconstruction	December 2010	-	June 2011	June 2011	-

Project Status: On August 28, 2007, Caltrans awarded the Interstate 880/State Route 92 Interchange Reconstruction contract to the joint venture of FCI and Granite Construction for \$138.4 million.

The construction contract was approved on September 28, 2007. The 1st contract day of the project was October 26, 2007.

The contract schedule is 17% complete as of the end of April 2008, based on expended value of the contract. The contractor has completed 15% of the EB SR-92 to NB I-880 bridge support structures (columns). A significant number of temporary ramps have been completed and are now open to traffic. The structural fill has been completed for the EB SR-92 to NB I-880 connector and the 45 day settlement period will be completed on May 30, 2008. Work at retaining walls for EB SR-92 continues and the retaining wall "G" section 1 is to be completed by the end of May. This retaining wall work will allow for widening of the SR-92 portion of the project and allows access to the major bridge work that remains. Work is ongoing to complete the temporary Calaroga Avenue overcrossing of SR-92 and the pedestrian overcrossing at Eldridge Avenue over I-880.

Contract Photographs

Installation of Drainage System 8 at the Southeast Quadrant



Carpenters Prepare Forms at Wall G Prior to Pour



Preparation of Temporary Ramp at the Southeast Quadrant to Allow for Eastbound SR-92 to Northbound I-880 Connector bridge Construction to Begin



Retaining Wall "A" Construction Continues in Preparation for Widening of Westbound SR-92

Project Photographs



Interstate 880/State Route 92
Interchange
BEFORE



Interstate 880/State Route 92
Interchange
PRESENT



Interstate 880/State Route 92
Interchange
AFTER

Regional Measure 1 Program

Other Completed Regional Measure 1 (RM1) Projects

Summary Description: Other completed Regional Measure 1 projects are the following: (a) Widen the San Mateo-Hayward Bridge along its low-trestle section and its eastern approach; (b) Widen the Bayfront Expressway (SR 84) from the Dumbarton Bridge to the U.S. 101/Marsh Road interchange; (c) Construct an eastern approach (Richmond Parkway) between the Richmond-San Rafael Bridge and Interstate 80 near Pinole; (d) Modify the U.S. 101/University Avenue interchange; (e) Richmond-San Rafael Bridge Trestle, Fender and Deck Joint Rehabilitation Project; and (f) Richmond-San Rafael Bridge Deck Overlay Project.

Other Completed RM1 Projects Cost Summary (\$ Millions)

Contract	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (04/2008)	Cost To Date (04/2008)	Cost Forecast (04/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
San Mateo-Hayward Bridge Widening Project	217.8	-	217.8	208.7	211.9	(5.9)
Bayfront Expressway Widening Project	36.1	-	36.1	33.3	36.0	(0.1)
Richmond Parkway Project	5.9	-	5.9	4.3	5.9	-
U.S. 101/University Interchange	3.8	-	3.8	3.7	3.8	-
RSR Trestle, Fender, and Joint Rehabilitation	103.1	-	103.1	96.3	97.1	(5.0)
RSR Deck Overlay	25.0	-	25.0	19.7	25.0	-
TOTAL	390.7	-	390.7	366.0	379.7	(11.0)

Schedule Summary

Project	Actual Project Completion Date
Richmond Parkway Project	May 2001
San Mateo-Hayward Bridge Widening Project	February 2003
Bayfront Expressway Widening Project	January 2004
U.S. 101/University Interchange	April 2004
Richmond-San Rafael Bridge Trestle, Fender and Deck Joint Rehabilitation	August 2005
RSR Deck Overlay	December 2006

Project Status: Construction has been completed on the above listed contracts.

Project Issues: None.



APPENDICES

- A** Toll Bridge Seismic Retrofit Program:
San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project Cost Detail
- B** Toll Bridge Seismic Retrofit Program Cost Detail
- C** Toll Bridge Seismic Retrofit Program Summary Schedule
- D** Regional Measure 1 Program Cost Detail
- E** Regional Measure 1 Program Summary Schedule

** Forecasts for the Monthly Reports are generally updated on a quarterly basis in conjunction with Risk Analysis assessments for the TBSRP Projects and the TBSRP Quarterly Reports.*

Appendix A: Toll Bridge Seismic Retrofit Program (\$ Millions)

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project Cost Detail

Contract	EA Number	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (04/2008)	Cost To Date (04/2008)	Cost Forecast (04/2008)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
San Francisco-Oakland Bay Bridge East Span Replacement Project							
East Span - Skyway	01202X						
Capital Outlay Support		197.0	-	197.0	178.5	181.0	(16.0)
Capital Outlay Construction		1,293.0	-	1,293.0	1,233.6	1,254.1	(38.9)
Total		1,490.0	-	1,490.0	1,412.1	1,435.1	(54.9)
East Span - SAS E2/T1 Foundations	0120EX						
Capital Outlay Support		52.5	(11.0)	41.5	27.8	31.0	(10.5)
Capital Outlay Construction		313.5	-	313.5	272.8	280.9	(32.6)
Total		366.0	(11.0)	355.0	300.6	311.9	(43.1)
East Span - SAS Superstructure	0120FX						
Capital Outlay Support		214.6	-	214.6	80.0	214.6	-
Capital Outlay Construction		1,753.7	-	1,753.7	422.3	1,767.4	13.7
Total		1,968.3	-	1,968.3	502.3	1,982.0	13.7
SAS W2 Foundations	0120CX						
Capital Outlay Support		10.0	-	10.0	9.2	10.0	-
Capital Outlay Construction		26.4	-	26.4	25.8	26.4	-
Total		36.4	-	36.4	35.0	36.4	-
YBI South/South Detour	0120RX						
Capital Outlay Support		29.5	10.0	39.5	40.7	66.0	26.5
Capital Outlay Construction		131.9	202.5	334.4	166.1	461.2	126.8
Total		161.4	212.5	373.9	206.8	527.2	153.3
YBI Transition Structures (see notes below)	0120PX						
Capital Outlay Support		78.7	-	78.7	19.4	78.7	-
Capital Outlay Construction		299.3	(23.2)	276.1	-	276.1	-
Total		378.0	(23.2)	354.8	19.4	354.8	-
* YBI- Transition Structures Contract No. 1							
Capital Outlay Support					2.1	45.0	
Capital Outlay Construction					-	214.3	
Total					2.1	259.3	
* YBI- Transition Structures Contract No. 2							
Capital Outlay Support					0.9	16.0	
Capital Outlay Construction					-	58.5	
Total					0.9	74.5	
* YBI- Transition Structures Contract No. 3 Landscape							
Capital Outlay Support					-	1.0	
Capital Outlay Construction					-	3.3	
Total					-	4.3	
Oakland Touchdown (see notes below)	01204X						
Capital Outlay Support		74.4	-	74.4	34.3	92.1	17.7
Capital Outlay Construction		283.8	-	283.8	80.4	302.5	18.7
Total		358.2	-	358.2	114.7	394.6	36.4
* OTD Submarine Cable	0120K4						
Capital Outlay Support					0.9	3.0	
Capital Outlay Construction					7.9	9.6	
Total					8.8	12.6	
* OTD No. 1 (Westbound)	0120L4						
Capital Outlay Support					12.9	49.9	
Capital Outlay Construction					72.5	226.5	
Total					85.4	276.4	
* OTD No. 2 (Eastbound)	0120M4						
Capital Outlay Support					0.5	15.8	
Capital Outlay Construction					-	62.0	
Total					0.5	77.8	
* OTD Electrical Systems	0120N4						
Capital Outlay Support					0.1	1.4	
Capital Outlay Construction					-	4.4	
Total					0.1	5.8	

Notes: YBI Transition Structures and Oakland Touchdown Cost-to-Date and Cost Forecast includes prior-to-split Capital Outlay Support Costs.

Note: Details may not sum to totals due to rounding effects.

Appendix A: Toll Bridge Seismic Retrofit Program (\$ Millions)

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project Cost Detail (Cont'd.)

Contract	EA Number	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (04/2008)	Cost To Date (04/2008)	Cost Forecast (04/2008)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
Existing Bridge Demolition	01209X						
Capital Outlay Support		79.7	-	79.7	0.3	79.7	-
Capital Outlay Construction		239.2	-	239.2	-	222.0	(17.2)
Total		318.9	-	318.9	0.3	301.7	(17.2)
YBI/SAS Archeology	01207X						
Capital Outlay Support		1.1	-	1.1	1.1	1.1	-
Capital Outlay Construction		1.1	-	1.1	1.1	1.1	-
Total		2.2	-	2.2	2.2	2.2	-
YBI - USCG Road Relocation	0120QX						
Capital Outlay Support		3.0	-	3.0	2.7	3.0	-
Capital Outlay Construction		3.0	-	3.0	2.8	3.0	-
Total		6.0	-	6.0	5.5	6.0	-
YBI - Substation and Viaduct	0120GX						
Capital Outlay Support		6.5	-	6.5	6.4	6.5	-
Capital Outlay Construction		11.6	-	11.6	11.3	11.6	-
Total		18.1	-	18.1	17.7	18.1	-
Oakland Geofill	01205X						
Capital Outlay Support		2.5	-	2.5	2.5	2.5	-
Capital Outlay Construction		8.2	-	8.2	8.2	8.2	-
Total		10.7	-	10.7	10.7	10.7	-
Pile Installation Demonstration Project	01208X						
Capital Outlay Support		1.8	-	1.8	1.8	1.8	-
Capital Outlay Construction		9.2	-	9.2	9.2	9.2	-
Total		11.0	-	11.0	11.0	11.0	-
Stormwater Treatment Measures	0120JX						
Capital Outlay Support		6.0	2.0	8.0	7.9	8.0	-
Capital Outlay Construction		15.0	3.3	18.3	16.3	18.3	-
Total		21.0	5.3	26.3	24.2	26.3	-
Right-of-Way and Environmental Mitigation	0120X9						
Capital Outlay Support		-	-	-	-	-	-
Capital Outlay & Right-of-Way		72.4	-	72.4	39.3	72.4	-
Total		72.4	-	72.4	39.3	72.4	-
	04343X & 04300X						
Sunk Cost - Existing East Span Retrofit							
Capital Outlay Support		39.5	-	39.5	39.5	39.5	-
Capital Outlay Construction		30.8	-	30.8	30.8	30.8	-
Total		70.3	-	70.3	70.3	70.3	-
Other Capital Outlay Support							
Environmental Phase		97.7	-	97.7	97.7	97.7	-
Pre-Split Project Expenditures		44.9	-	44.9	44.9	44.9	-
Non-project Specific Costs		20.0	(1.0)	19.0	3.2	19.0	-
Total		162.6	(1.0)	161.6	145.8	161.6	-
Subtotal Capital Outlay Support		959.4	-	959.4	597.9	977.1	17.7
Subtotal Capital Outlay Construction		4,492.1	182.5	4,674.6	2,320.0	4,745.2	70.5
Other Budgeted Capital		35.1	(3.3)	31.8	0.7	7.7	(24.1)
Total SFOBB East Span Replacement Project		5,486.6	179.2	5,665.8	2,918.6	5,730.0	64.2

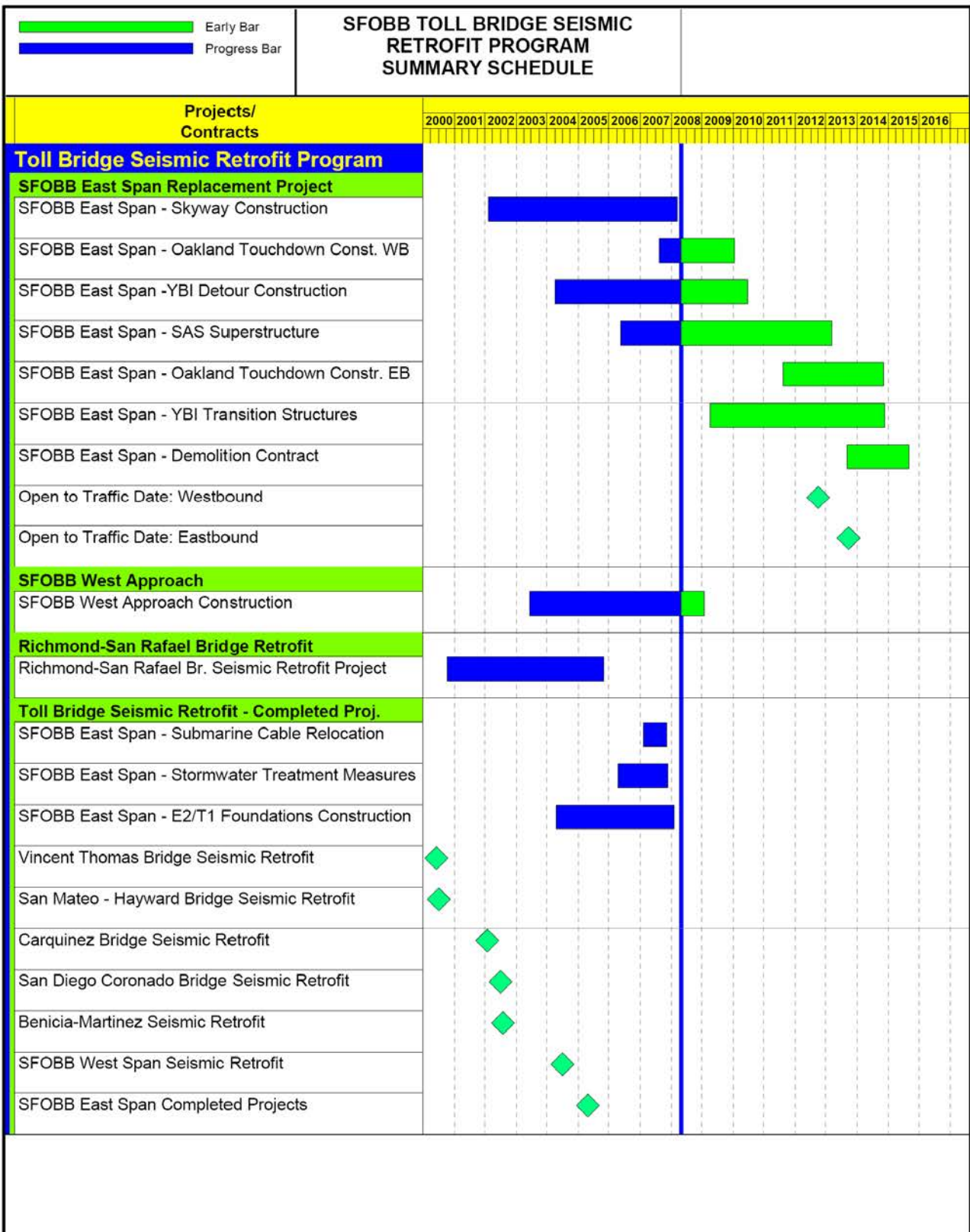
Note: Details may not sum to totals due to rounding effects.

Appendix B: Toll Bridge Seismic Retrofit Program Cost Detail (\$ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (04/2008)	Cost To Date (04/2008)	Cost Forecast (04/2008)	At-Completion Variance
a	c	d	e = c + d	f	g	h = g - e
SFOBB East Span Replacement Project						
Capital Outlay Support	959.4	-	959.4	597.9	977.1	17.7
Capital Outlay Construction	4,492.1	182.5	4,674.6	2,320.0	4,745.2	70.6
Other Budgeted Capital	35.1	(3.3)	31.8	0.7	7.7	(24.1)
Total	5,486.6	179.2	5,665.8	2,918.6	5,730.0	64.2
SFOBB West Approach Replacement						
Capital Outlay Support	120.0	-	120.0	105.5	120.0	-
Capital Outlay Construction	309.0	24.7	333.7	278.1	350.7	17.0
Total	429.0	24.7	453.7	383.6	470.7	17.0
SFOBB West Span Retrofit						
Capital Outlay Support	75.0	-	75.0	74.8	75.0	-
Capital Outlay Construction	232.9	-	232.9	226.3	232.9	-
Total	307.9	-	307.9	301.1	307.9	-
Richmond-San Rafael Bridge Retrofit						
Capital Outlay Support	134.0	(7.0)	127.0	126.7	127.0	-
Capital Outlay Construction	780.0	(82.0)	698.0	666.6	689.5	(8.5)
Total	914.0	(89.0)	825.0	793.3	816.5	-
Benicia-Martinez Bridge Retrofit						
Capital Outlay Support	38.1	-	38.1	38.1	38.1	-
Capital Outlay Construction	139.7	-	139.7	139.7	139.7	-
Total	177.8	-	177.8	177.8	177.8	-
Carquinez Bridge Retrofit						
Capital Outlay Support	28.7	-	28.7	28.8	28.7	-
Capital Outlay Construction	85.5	-	85.5	85.4	85.5	-
Total	114.2	-	114.2	114.2	114.2	-
San Mateo-Hayward Bridge Retrofit						
Capital Outlay Support	28.1	-	28.1	28.1	28.1	-
Capital Outlay Construction	135.4	-	135.4	135.3	135.4	-
Total	163.5	-	163.5	163.4	163.5	-
Vincent Thomas Bridge Retrofit (Los Angeles)						
Capital Outlay Support	16.4	-	16.4	16.4	16.4	-
Capital Outlay Construction	42.1	-	42.1	42.0	42.1	-
Total	58.5	-	58.5	58.4	58.5	-
San Diego-Coronado Bridge Retrofit						
Capital Outlay Support	33.5	-	33.5	33.2	33.5	-
Capital Outlay Construction	70.0	-	70.0	69.4	70.0	-
Total	103.5	-	103.5	102.6	103.5	-
Subtotal Capital Outlay Support	1,433.2	(7.0)	1,426.2	1,049.5	1,443.9	17.7
Subtotal Capital Outlay	6,286.7	125.2	6,411.9	3,962.8	6,491.0	79.1
Subtotal Other Budgeted Capital	35.1	(3.3)	31.8	0.7	7.7	(24.1)
Miscellaneous Program Costs	30.0	-	30.0	24.7	30.0	-
Subtotal Toll Bridge Seismic Retrofit Program	7,785.0	114.9	7,899.9	5,037.7	7,972.6	72.7
Program Contingency	900.0	(114.9)	785.1	-	712.4	(72.7)
Total Toll Bridge Seismic Retrofit Program	8,685.0	-	8,685.0	5,037.7	8,685.0	-

Note: Details may not sum to totals due to rounding effects.

Appendix C: Toll Bridge Seismic Retrofit Program Summary Schedule



Appendix D: Regional Measure 1 Program Cost Detail (\$ Millions)

Project	EA Number	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (04/2008)	Cost To Date (04/2008)	Cost Forecast (04/2008)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
New Benicia-Martinez Bridge Project							
New Bridge	00603_						
Capital Outlay Support		84.9	6.7	91.6	91.2	91.6	-
Capital Outlay Construction				-			-
BATA Funding		661.9	94.6	756.5	751.6	756.5	-
Non-BATA Funding		10.1	-	10.1	10.1	10.1	-
Subtotal		672.0	94.6	766.6	761.7	766.6	-
Total		756.9	101.3	858.2	852.9	858.2	-
I-680/I-780 Interchange Reconstruction							
I-680/I-780 Interchange Reconstruction	00606_						
Capital Outlay Support							
BATA Funding		24.9	5.2	30.1	29.7	30.1	-
Non-BATA Funding		1.4	5.2	6.6	6.3	6.6	-
Subtotal		26.3	10.4	36.7	36.0	36.7	-
Capital Outlay Construction							
BATA Funding		54.7	26.9	81.6	76.4	81.6	-
Non-BATA Funding		21.6	-	21.6	21.7	21.6	-
Subtotal		76.3	26.9	103.2	98.1	103.2	-
Total		102.6	37.3	139.9	134.1	139.9	-
I-680/Marina Vista Interchange Reconstruction							
I-680/Marina Vista Interchange Reconstruction	00605_						
Capital Outlay Support		18.3	1.8	20.1	19.9	20.1	-
Capital Outlay Construction		51.5	4.9	56.4	56.1	56.4	-
Total		69.8	6.7	76.5	76.0	76.5	-
New Toll Plaza and Administration Building							
New Toll Plaza and Administration Building	00604_						
Capital Outlay Support		11.9	3.8	15.7	15.7	15.7	-
Capital Outlay Construction		24.3	2.0	26.3	23.3	26.3	-
Total		36.2	5.8	42.0	39.0	42.0	-
Existing Bridge & Interchange Modifications							
Existing Bridge & Interchange Modifications	0060A_						
Capital Outlay Support		4.3	14.3	18.6	10.9	18.6	-
Capital Outlay Construction							
BATA Funding		17.2	32.8	50.0	4.7	50.0	-
Non-BATA Funding		-	9.5	9.5	-	9.5	-
Subtotal		17.2	42.3	59.5	4.7	59.5	-
Total		21.5	56.6	78.1	15.6	78.1	-
Other Contracts							
Other Contracts	See note below						
Capital Outlay Support		11.4	(1.8)	9.6	6.9	9.6	-
Capital Outlay Construction		20.3	2.8	23.1	15.4	23.1	-
Capital Outlay Right-of-Way		20.4	(0.1)	20.3	12.4	20.3	-
Total		52.1	0.9	53.0	34.7	53.0	-
Subtotal BATA Capital Outlay Support		155.7	30.0	185.7	174.3	185.7	-
Subtotal BATA Capital Outlay Construction		829.9	164.0	993.9	927.5	993.9	-
Subtotal Capital Outlay Right-of-Way		20.4	(0.1)	20.3	12.4	20.3	-
Subtotal Non-BATA Capital Outlay Support		1.4	5.2	6.6	6.3	6.6	-
Subtotal Non-BATA Capital Outlay Construction		31.7	9.5	41.2	31.8	41.2	-
Project Reserves		20.8	4.0	24.8	-	24.8	-
Total New Benicia-Martinez Bridge Project		1,059.9	212.6	1,272.5	1,152.3	1,272.5	-

Notes:

Includes EA's 00601_, 00603_, 00605_, 00606_, 00608_, 00609_, 0060A_, 0060C_, 0060E_, 0060F_, 0060G_, and 0060H_ and all Project Right-of-Way

Note: Details may not sum to totals due to rounding effects.

Appendix D: Regional Measure 1 Program Cost Detail (\$ Millions) (Cont'd.)

Project	EA Number	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (04/2008)	Cost To Date (04/2008)	Cost Forecast (04/2008)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
Carquinez Bridge Replacement Project							
New Bridge	01301_						
Capital Outlay Support		60.5	(0.3)	60.2	60.2	60.2	-
Capital Outlay Construction		253.3	4.0	257.3	255.9	257.3	-
Total		313.8	3.7	317.5	316.1	317.5	-
Crockett Interchange Reconstruction	01305_						
Capital Outlay Support		32.0	(0.1)	31.9	31.9	31.9	-
Capital Outlay Construction		73.9	-	73.9	71.9	73.9	-
Total		105.9	(0.1)	105.8	103.8	105.8	-
Existing 1927 Bridge Demolition	01309_						
Capital Outlay Support		16.1	-	16.1	15.1	15.5	(0.6)
Capital Outlay Construction		35.2	-	35.2	34.5	35.2	-
Total		51.3	-	51.3	49.6	50.7	(0.6)
Other Contracts	See note below						
Capital Outlay Support		15.8	0.2	16.0	15.9	16.0	-
Capital Outlay Construction		18.8	(0.8)	18.0	15.9	18.1	0.1
Capital Outlay Right-of-Way		10.5	-	10.5	9.9	10.5	-
Total		45.1	(0.6)	44.5	41.7	44.6	0.1
Subtotal BATA Capital Outlay Support		124.4	(0.2)	124.2	123.1	123.6	(0.6)
Subtotal BATA Capital Outlay Construction		381.2	3.2	384.4	378.2	384.5	0.1
Subtotal Capital Outlay Right-of-Way		10.5	-	10.5	9.9	10.5	-
Project Reserves		12.1	(3.0)	9.1	-	0.6	(8.5)
Total Carquinez Bridge Replacement Project		528.2	-	528.2	511.2	519.2	(9.0)

Notes:

Other Contracts includes EA's 01301_, 01302_, 01303_, 01304_, 01305_, 01306_, 01307_, 01308_, 01309_, 0130A_, 0130C_, 0130D_, 0130F_, 0130G_, 0130H_, 0130J_, 00453_, 00493_, 04700_, 00607_, 2A270_, and 29920_ and all Project Right-of-Way

Note: Details may not sum to totals due to rounding effects.

Appendix D: Regional Measure 1 Program Cost Detail (\$ Millions) (Cont'd.)

Project	EA Number	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (04/2008)	Cost To Date (04/2008)	Cost Forecast (04/2008)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
Richmond-San Rafael Bridge Trestle, Fender, and Deck Joint Rehabilitation							
	See note ¹ below						
Capital Outlay Support							
BATA Funding		2.2	-	2.2	1.4	2.2	-
Non-BATA Funding		8.6	-	8.6	10.4	10.4	1.8
Subtotal		10.8	-	10.8	11.8	12.6	1.8
Capital Outlay Construction							
BATA Funding		40.2	-	40.2	33.4	33.4	(6.8)
Non-BATA Funding		51.1	-	51.1	51.1	51.1	-
Subtotal		91.3	-	91.3	84.5	84.5	(6.8)
Project Reserves		-	-	-	-	-	-
Total		102.1	-	102.1	96.3	97.1	(5.0)
Richmond-San Rafael Bridge Deck Overlay Rehabilitation							
	04152_						
Capital Outlay Support							
BATA Funding		4.0	(0.4)	3.6	3.3	3.6	-
Non-BATA Funding		4.0	(4.0)	-	-	-	-
Subtotal		8.0	(4.4)	3.6	3.3	3.6	-
Capital Outlay Construction		16.9	3.6	20.5	16.3	16.2	(4.3)
Project Reserves		0.1	0.8	0.9	-	5.2	4.3
Total		25.0	-	25.0	19.6	25.0	-
Richmond Parkway Project (RM 1 Share Only)							
	Non-Caltrans						
Capital Outlay Support		-	-	-	-	-	-
Capital Outlay Construction		5.9	-	5.9	4.3	5.9	-
Total		5.9	-	5.9	4.3	5.9	-
San Mateo-Hayward Bridge Widening							
	See note ² below						
Capital Outlay Support		34.6	(0.3)	34.3	34.1	34.3	-
Capital Outlay Construction		180.2	-	180.2	174.1	176.2	(4.0)
Capital Outlay Right-of-Way		1.5	-	1.5	0.5	0.6	(0.9)
Project Reserves		1.5	0.3	1.8	-	0.8	(1.0)
Total		217.8	-	217.8	208.7	211.9	(5.9)
I-880/SR-92 Interchange Reconstruction							
	EA's 23317_, 01601_, and 01602_						
Capital Outlay Support		28.8	26.2	55.0	38.4	55.0	-
Capital Outlay Construction							
BATA Funding		85.2	60.2	145.4	15.4	145.4	-
Non-BATA Funding		9.6	-	9.6	-	9.6	-
Subtotal		94.8	60.2	155.0	15.4	155.0	-
Capital Outlay Right-of-Way		9.9	7.0	16.9	9.7	16.9	-
Project Reserves		0.3	17.8	18.1	-	18.1	-
Total		133.8	111.2	245.0	63.5	245.0	-
Bayfront Expressway Widening							
	EA's 00487_, 01511_, and 01512_						
Capital Outlay Support		8.6	(0.3)	8.3	8.2	8.2	(0.1)
Capital Outlay Construction		26.5	-	26.5	24.9	26.5	-
Capital Outlay Right-of-Way		0.2	-	0.2	0.2	0.2	-
Project Reserves		0.8	0.3	1.1	-	1.1	-
Total		36.1	-	36.1	33.3	36.0	(0.1)
US 101/University Avenue Interchange Modification							
	Non-Caltrans						
Capital Outlay Support		-	-	-	-	-	-
Capital Outlay Construction		3.8	-	3.8	3.7	3.8	-
Total		3.8	-	3.8	3.7	3.8	-
Subtotal BATA Capital Outlay Support		358.3	55.0	413.3	382.8	412.6	(0.7)
Subtotal BATA Capital Outlay Construction		1,569.8	231.0	1,800.8	1,577.8	1,785.8	(15.0)
Subtotal Capital Outlay Right-of-Way		42.5	6.9	49.4	32.7	48.5	(0.9)
Subtotal Non-BATA Capital Outlay Support		14.0	1.2	15.2	16.7	17.0	1.8
Subtotal Non-BATA Capital Outlay Construction		92.4	9.5	101.9	82.9	101.9	-
Project Reserves		35.6	20.2	55.8	-	50.6	(5.2)
Total RM1 Program		2,112.6	323.8	2,436.4	2,092.9	2,416.4	(20.0)

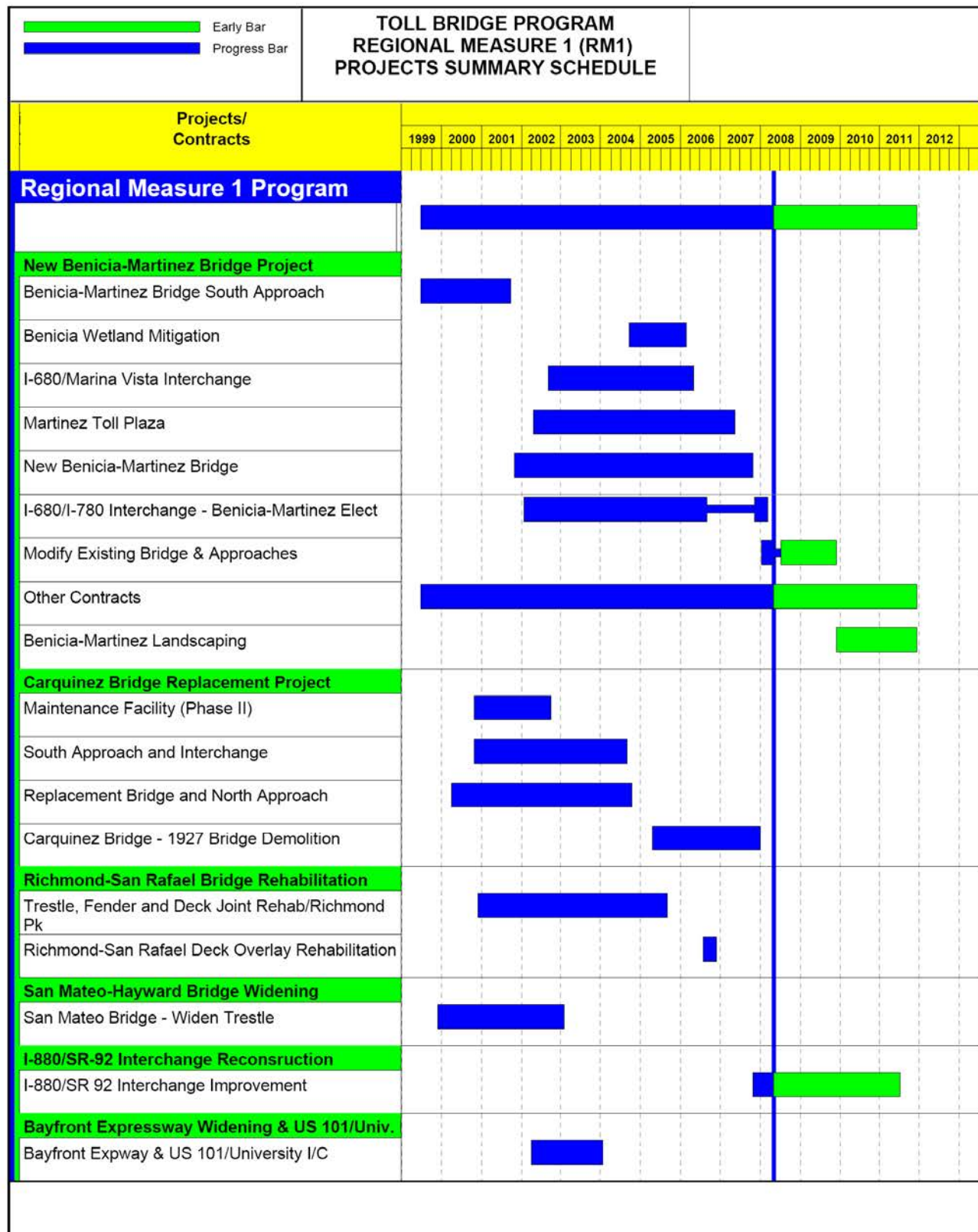
Notes:

¹ Richmond-San Rafael Bridge Trestle, Fender, and Deck Joint Rehabilitation Includes Non-TBSRA Expenses for EA 0438U_ and 04157_

² San Mateo-Hayward Bridge Widening Includes EA's 00305_, 04501_, 04502_, 04503_, 04504_, 04505_, 04506_, 04507_, 04508_, 04509_, 27740_, 27790_, 04860_

Note: Details may not sum to totals due to rounding effects.

Appendix E: Regional Measure 1 Program Summary Schedule



Appendix F: Glossary of Terms

AB144/SB 66 BUDGET: The planned allocation of resources for the Toll Bridge Seismic Retrofit Program, or subordinate projects or contracts, as provided in Assembly Bill 144 and Senate Bill 66, signed into law by Governor Schwarzenegger on July 18, 2005 and September 29, 2005, respectively.

BATA BUDGET: The planned allocation of resources for the Regional Measure 1 Program, or subordinate projects or contracts as authorized by the Bay Area Toll Authority as of June 2005.

APPROVED CHANGES: For cost, changes to the AB144/SB 66 Budget or BATA Budget as approved by the Bay Area Toll Authority Commission. For schedule, changes to the AB 144/SB 66 Project Complete Baseline approved by the Toll Bridge Program Oversight Committee, or changes to the BATA Project Complete Baseline approved by the Bay Area Toll Authority Commission.

CURRENT APPROVED BUDGET: The sum of the AB144/SB66 Budget or BATA Budget and Approved Changes.

COST TO DATE: The actual expenditures incurred by the program, project or contract as of the month and year shown.

COST FORECAST: The current forecast of all of the costs that are projected to be expended so as to complete the given scope of the program, project, or contract.

AT COMPLETION VARIANCE or VARIANCE (cost): The mathematical difference between the Cost Forecast and the Current Approved Budget.

AB 144/SB 66 PROJECT COMPLETE BASELINE: The planned completion date for the Toll Bridge Seismic Retrofit Program or subordinate projects or contracts.

BATA PROJECT COMPLETE BASELINE: The planned completion date for the Regional Measure 1 Program or subordinate projects or contracts.

PROJECT COMPLETE CURRENT APPROVED SCHEDULE: The sum of the AB144/SB66 Project Complete Baseline or BATA Project Complete Baseline and Approved Changes.

PROJECT COMPLETE SCHEDULE FORECAST: The current projected date for the completion of the program, project, or contract.

SCHEDULE VARIANCE or VARIANCE (schedule): The mathematical difference expressed in months between the Project Complete Schedule Forecast and the Project Complete Current Approved Schedule.

The following information is provided in accordance with California Government code Section 7550:

This document is one of a series of reports prepared for the Bay Area Toll Authority (BATA)/Metropolitan Transportation Commission (MTC) for the Toll Bridge Seismic Retrofit and Regional Measure 1 Programs. The contract value for the monitoring efforts, technical analysis, and field site works that contribute to these reports, as well as the report preparation and production, is \$1,574,873.

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ITEM 4: PROGRAM ISSUES

- a. FY 2008/09 TBSRP Capital Outlay
Support (COS) Update

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** June 10, 2008

FR: Peter Lee, Senior Transportation Engineer, BATA
Ali Banani, Manager of Toll Bridge Project Control, Caltrans

RE: Agenda No. - 4a

Item- Program Issue
FY 2008/09 TBSRP Capital Outlay Support (COS) Update

Recommendation:

For Information Only

Cost:

N/A

Schedule Impacts:

N/A

Discussion:

At the TBPOC meeting on May 2, 2008, the Department requested a COS allocation for FY 2008/09 of \$131.6 million. The TBPOC approved the allocation request and directed the PMT to develop a lesser COS expenditure target to manage against.

The Department has assessed the FY 2008/09 COS request and has identified a COS expenditure target of \$117.4 million, with \$14.2 million of the COS allocation as a reserve. The \$14.2 million COS allocation reserve includes \$7.7 million for liability insurance.

The Department will make regular quarterly COS presentations to the TBPOC on how the Department is performing against the COS target and will request TBPOC approval for expenditure in excess of the COS target.

Pending approval of the final State budget, the TBPOC may need to make additional COS allocation changes.

Attachments:

1. COS Target Assumptions
2. FY 08/09 COS Targeted Expenditure (Graph of proposed COS allocations by contract)

Assumptions

- All work performed in FY 07-08 invoiced and paid from FY 07-08 funds. No carryovers included in FY 08-09 budget
- Work progresses as scheduled. Changes in schedule may require adjustment of resources
- No increases in program scope considered in budget
- State wage escalation assumed to be 5%. Overhead rate assumed to be 33.12% based on the draft ICRP for FY 08-09

ITEM 5: SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES

a. Self-Anchored Suspension (SAS) Superstructure

1) PMT Briefing on Fabrications/China Visit

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** June 10, 2008

FR: Program Management Team (PMT)

RE: Agenda No. - 5a, 1)

Item- San Francisco-Oakland Bay Bridge Updates
Self-Anchored Suspension (SAS) Superstructure
PMT Briefing on Fabrications/China Visit

Recommendation:

For Information Only

Cost:

N/A

Schedule Impacts:

N/A

Discussion:

An update on the recent PMT visit to China and the fabrication work being performed there will be provided at the meeting.

Attachment:

N/A

**ITEM 5: SAN FRANCISCO-OAKLAND BAY
BRIDGE UPDATES**

- b. Yerba Buena Island Detour**
 - 1) Contract Change Orders (CCOs)**

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** June 10, 2008

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 5b, 1)
Item- San Francisco-Oakland Bay Bridge
Yerba Buena Island Detour
Contract Change Orders

Recommendation:

APPROVAL

Cost:

CCO 108 - \$6,300,000.00

CCO 112, S2 - \$3,500,000.00

CCO 116 - \$14,166,180.00

CCO 140 - \$7,578,730.00

Schedule Impacts:

N/A

Discussion:

Attached to this memo is the Contract Change Order Implementation Strategy Document, June 2008, for the Yerba Buena Island Detour. As approved at the March 2008 TBPOC meeting, the revised budget for the YBI/SSD Project is \$442.2M. This figure was established using available information as of January 2008, noting that the plans and specifications for the WTI Phase 2 and ETI were not fully complete, ranging from the 65% to 100% stage.

The following four CCOs reflect a significant spike in steel prices (20 percent) due primarily to oil price increases. This trend is expected to continue as is being carried in the risk register.

A brief description of each contract change order is provided as follows:

CCO 108 (\$6,300,000) – for the construction of the West Tie-In Phase 2 substructure;

Memorandum

CCO 112, Supplement No. 2 (\$3,500,000) – for the procurement of raw steel for the East Tie-In as specified under CCO 112 and CCO 112, Supplement No. 1;

CCO 116 (\$14,166,180) – for the fabrication of the steel skid bent and beam of the East Tie-In structure;

CCO 140 (\$7,578,730) – for the fabrication of the steel truss of the East Tie-In structure.

Attachments:

Draft CCO 108 & Memorandum

Draft CCO 112, S2 & Memorandum

Draft CCO 116 & Memorandum

Draft CCO 140 & Memorandum

CCO Implementation Strategy Doc June 2008

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 108	Suppl. No. 0	Contract No. 04 - 0120R4	Road SF-80-12.6/13.2	FED. AID LOC.: ACBRIM-080-1(097)N
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To: CC MYERS INC

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. **NOTE: This change order is not effective until approved by the Engineer.**

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Extra Work at Lump Sum:

- Perform the following work for the construction of the West Tie-In Phase 2 substructure of the Temporary Bypass Structure (Bridge No. 34-0006 (TEMP)) as shown on the plans and specifications of Pages No. ?? through ?? of this change order:
- 1) Construct all concrete footings and columns for Bents 38 through 47B.
 - 2) Furnish and install all prestress bars, PTFE spherical bearing plates, elastomeric bearing pads, shim plates and column pins for the Bent 38 through 47B columns.
 - 3) Construct Abutment 47A.
 - 4) Construct the jacking corbels on Bents 40, 41A, 41B 42 and 43 of the existing YBI Viaduct.
 - 5) Perform all structural backfill.
 - 6) Construct the EDR1 and ED1 (partial) roadway and the T7 Line detour for the eastbound I-80 on ramp.

For this work, the Contractor shall be compensated a lump sum of \$?,???,??0.00. Except for the items of work specifically excluded below, this sum constitutes full and final compensation, including all markups, for all costs associated with the work of this change.

All work associated with the implementation and maintenance of the Contractor's Storm Water Pollution Prevention Plan and erosion control, including concrete washouts, shall be paid by the Department separately from this change order.

Flagging costs associated with this work shall be paid under Change Order No. 1 with these costs being paid at 50% by the Department. The remaining flagging costs are considered to be included in the lump sum payment made under this change order.

Furnishing and installing the elastomeric bearing pads and sheet metal for the interface between the edge beam and the existing south edge beam are excluded from this change order.

Any bridge removal work along with the construction of the West Tie-In Phase 2 superstructure, including column bent caps, deck slab, edge beam and the south edge beam on the existing YBI Viaduct, are excluded from this change order.

Total Cost of Extra Work at Agreed Lump Sum\$6,300,000.00 (NOT TO EXCEED)

All payment clauses contained within the specifications of this change order are superseded by the agreed lump sum and force account payment methods specified above.

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 108	Suppl. No. 0	Contract No. 04 - 0120R4	Road SF-80-12.6/13.2	FED. AID LOC.: ACBRIM-080-1(097)N
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Estimated Cost: Increase ☒ Decrease ☐ \$6,300,000.00

By reason of this order the time of completion will be adjusted as follows: Deferred

Submitted by		
Signature	Resident Engineer BILL CASEY	Date

Approval Recommended by		
Signature	SFOBB Construction Manager MIKE FORNER	Date

Engineer Approval by		
Signature	SFOBB Construction Manager MIKE FORNER	Date

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by		
Signature	(Print name and title)	Date

CONTRACT CHANGE ORDER MEMORANDUM

TO: MIKE FORNER / DENNIS TURCHON			FILE: E.A. 04 - 0120R4	
FROM: BILL CASEY			CO-RTE-PM SF-80-12.6/13.2	
			FED. NO. ACBRIM-080-1(097)N	
CCO#: 108	SUPPLEMENT#: 0	Category Code: CHPA	CONTINGENCY BALANCE (incl. this change) \$11,396,743.12	
COST: \$6,300,000.00 INCREASE <input checked="" type="checkbox"/> DECREASE <input type="checkbox"/>			HEADQUARTERS APPROVAL REQUIRED? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
SUPPLEMENTAL FUNDS PROVIDED: \$0.00			IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
CCO DESCRIPTION: WTI Phase 2 Substructure			PROJECT DESCRIPTION: CONSTRUCT ROUTE 80 TEMP BYPASS STRUCTURE	
Original Contract Time: 475 Day(s)	Time Adj. This Change: DEF Day(s)	Previously Approved CCO Time Adjustments: 1195 Day(s)	Percentage Time Adjusted: (including this change) 252 %	Total # of Unreconciled Deferred Time CCO(s): (including this change) 8

THIS CHANGE ORDER PROVIDES FOR:

the construction of the West Tie-In Phase 2 substructure.

This project, the Temporary Bypass Structure (TBS), was awarded in March 2004 to construct a detour that will allow for the tie in of the new east span of the San Francisco Oakland Bay Bridge to Yerba Buena Island. The TBS encompasses three main structures, the East Tie-In (ETI) to the existing bridge, the West Tie-In (WTI) to Yerba Buena Island and the Viaduct structure between the two tie ins.

The original contract was awarded as a performance based contract with the contractor responsible for the design of the structures based upon certain design criteria. The Department issued a December 14, 2006 memo entitled Strategy for South-South Detour Contract Completion which was approved by Tony Anziano (Toll Bridge Program Manager), Richard Land (Chief Engineer) and subsequently the Toll Bridge Program Oversight Committee (TBPOC) that provided for the Department to assume control of the design of the West Tie-In structure from the contractor.

Change Order No. 62 provided for the construction of the numerous CIDH piles for the structure's footings. This change order provides for the construction of the West Tie-In substructure comprised of the actual concrete footings and columns. The remaining portion of the structure, the bent caps and bridge deck, shall be constructed under a separate change order once an agreement on compensation is reached on that work. Pricing for the superstructure is complicated by the required weight transfer of the existing westbound I-80 bridge onto the new West Tie-In structure. This change order is being processed in order to progress the work of the structure and avoid any delay.

Major costs associated with the work include the construction of 9 concrete footings, 52 concrete columns, a concrete bridge abutment, 1,840 cubic meters of structural backfill, the construction of 4 concrete jacking corbels, furnishing and installing various prestress bars and strands and the demolition of a concrete retaining wall.

Compensation for this work shall be paid as extra work at an agreed lump sum price not to exceed \$6,300,000.00 which shall be financed from the contract's contingency funds. It is anticipated an agreement shall be reached with the contractor within the next 30 days. As the WTI structure is currently a near critical operation, request to proceed with this work is being made in order to avoid potential delays to the project's completion.

Any adjustment of contract time is deferred as the change may affect the controlling operation.

This change was requested by Mike Whiteside - YBI Coordination Engineer, and concurred by Alec Melkonians - Asst. Project Manager, Hong Wong - Project Engineer, Patrick Treacy - HQ Assistant Construction Coordinator, and Lina Ellis - Structures Maintenance.

CONCURRED BY:			ESTIMATE OF COST		
Construction Engineer:	Bill Casey, Resident Engineer	Date	THIS REQUEST		TOTAL TO DATE
Bridge Engineer:	Mike Whiteside, Toll Bridge Design	Date	ITEMS	\$0.00	\$0.00
Project Engineer:	Hong Wong, PE	Date	FORCE ACCOUNT	\$0.00	\$0.00
Project Manager:	Alec Melkonians	Date	AGREED PRICE	\$6,300,000.00	\$6,300,000.00
FHWA Rep.:		Date	ADJUSTMENT	\$0.00	\$0.00
Environmental:		Date	TOTAL	\$6,300,000.00	\$6,300,000.00
Other (specify):	Patrick Treacy, HQ Asst.Const.Co	Date	FEDERAL PARTICIPATION		
Other (specify):	Lina Ellis, Maintenance	Date	<input checked="" type="checkbox"/> PARTICIPATING <input type="checkbox"/> PARTICIPATING IN PART <input type="checkbox"/> NONE		
District Prior Approval By:	Ken Darby, HQ CCO Engineer	Date	<input type="checkbox"/> NON-PARTICIPATING (MAINTENANCE) <input checked="" type="checkbox"/> NON-PARTICIPATING		
HQ (Issue Approve) By:		Date	FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)		
Resident Engineer's Signature:		Date	<input checked="" type="checkbox"/> CCO FUNDED PER CONTRACT <input type="checkbox"/> CCO FUNDED AS FOLLOWS		
			FEDERAL FUNDING SOURCE PERCENT		

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CGO 112	Suppl. No. 2	Contract No. 04 - 0120R4	Road SF-80-12.6/13.2	FED. AID LOC.: ACBRIM-080-1(097)N
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To: CC MYERS INC

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. **NOTE: This change order is not effective until approved by the Engineer.**

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Extra Work at Force Account:

Provide additional funds.

Estimated cost of Extra Work at Force Account\$3,500,000.00

Estimated Cost: Increase ☒ Decrease ☐ \$3,500,000.00

By reason of this order the time of completion will be adjusted as follows: Deferred

Submitted by

Signature	Resident Engineer BILL CASEY	Date
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Approval Recommended by

Signature	SFOBB Construction Manager MIKE FORNER	Date
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Engineer Approval by

Signature	SFOBB Construction Manager MIKE FORNER	Date
-----------	---	------

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by

Signature	(Print name and title)	Date
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CONTRACT CHANGE ORDER MEMORANDUM

DATE: 5/21/2008 Page 1 of 2

TO: MIKE FORNER / DENNIS TURCHON			FILE: E.A. 04 - 0120R4	
FROM: BILL CASEY			CO-RTE-PM SF-80-12.6/13.2	
			FED. NO. ACBRIM-080-1(097)N	
CCO#: 112	SUPPLEMENT#: 2	Category Code: CHPA	CONTINGENCY BALANCE (incl. this change) \$39,836,653.12	
COST: \$3,500,000.00		INCREASE <input checked="" type="checkbox"/> DECREASE <input type="checkbox"/>	HEADQUARTERS APPROVAL REQUIRED? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
SUPPLEMENTAL FUNDS PROVIDED: \$0.00		IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		
CCO DESCRIPTION: Add Funds Material Procurement ETI			PROJECT DESCRIPTION: CONSTRUCT ROUTE 80 TEMP BYPASS STRUCTURE	
Original Contract Time: 475 Day(s)	Time Adj. This Change: DEF Day(s)	Previously Approved CCO Time Adjustments: 1195 Day(s)	Percentage Time Adjusted: (including this change) 252 %	Total # of Unreconciled Deferred Time CCO(s): (including this change) 8

THIS CHANGE ORDER PROVIDES FOR:

Additional funds for the procurement of raw steel for the East Tie-In (ETI) structure as specified under Change Order No. 112 and Change Order No. 112, Supplement No. 1.

The original change order, along with Supplement No. 1, provided for the advance procurement of raw steel for the fabrication of the ETI truss and skid bent system at an estimated cost of \$10,500,000.00. This estimate was based off of the 65% PS&E package that was available at the time the change orders were issued. The design has now been completed and the weight of the structures has increased from 4,300 metric tons to approximately 5,600 metric tons.

Based on this increased weight the estimated cost of the material procurement has increased by \$3,500,000 to a total cost of \$14,000,000.00. This change order provides for the additional funding anticipated due to the weight increase.

The work shall be performed as extra work at force account at an estimated cost of \$3,500,000.00 and shall be financed from the contract's contingency funds. A cost analysis is on file.

Additional funding for this change order may also be required should the raw steel prices realize any significant escalation over the next several months. Currently the pricing in the steel industry is extremely fluid. At this time, however, the requirement of additional funding to address any industry escalation has not been realized.

Costs or credits associated with any salvage value or disposal cost associated with these temporary materials is deferred.

Adjustment of contract time is deferred as the work may affect the controlling operation.

Maintenance concurrence is not required as this change order only acts to procure materials.

Concurrence for the construction of the ETI structure shall be obtained under the change order that provides for the construction of that structure.

The Contractor's signature is not required for additional funds for Extra Work at Force Account change orders. Therefore this change order is being issued unilaterally.

CONTRACT CHANGE ORDER MEMORANDUM

CONCURRED BY:			ESTIMATE OF COST										
Construction Engineer:	Bill Casey, Resident Engineer	Date	THIS REQUEST		TOTAL TO DATE								
Bridge Engineer:		Date	ITEMS	\$0.00	\$0.00								
Project Engineer:		Date	FORCE ACCOUNT	\$3,500,000.00	\$14,000,000.00								
Project Manager:	Alec Melkonians	Date	AGREED PRICE	\$0.00	\$0.00								
FHWA Rep.:		Date	ADJUSTMENT	\$0.00	\$0.00								
Environmental:		Date	TOTAL	\$3,500,000.00	\$14,000,000.00								
Other (specify):	Patrick Treacy, HQ Asst.Const.Co	Date	FEDERAL PARTICIPATION										
Other (specify):		Date	<input type="checkbox"/> PARTICIPATING <input type="checkbox"/> PARTICIPATING IN PART <input checked="" type="checkbox"/> NONE <input type="checkbox"/> NON-PARTICIPATING (MAINTENANCE) <input type="checkbox"/> NON-PARTICIPATING										
District Prior Approval By:		Date	FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)										
HQ (Issue Approve) By:	Ken Darby, HQ CCO Engineer	Date	<input checked="" type="checkbox"/> CCO FUNDED PER CONTRACT <input type="checkbox"/> CCO FUNDED AS FOLLOWS										
Resident Engineer's Signature:		Date	<table border="0"> <tr> <td>FEDERAL FUNDING SOURCE</td> <td>PERCENT</td> </tr> <tr> <td>_____</td> <td>_____</td> </tr> <tr> <td>_____</td> <td>_____</td> </tr> <tr> <td>_____</td> <td>_____</td> </tr> </table>			FEDERAL FUNDING SOURCE	PERCENT	_____	_____	_____	_____	_____	_____
FEDERAL FUNDING SOURCE	PERCENT												
_____	_____												
_____	_____												
_____	_____												

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 116	Suppl. No. 0	Contract No. 04 - 0120R4	Road SF-80-12.6/13.2	FED. AID LOC.: ACBRIM-080-1(097)N
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To: CC MYERS INC

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. NOTE: This change order is not effective until approved by the Engineer.

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Extra Work at Force Account:

Provide compensation for all freight costs associated with the transportation of the finished fabricated steel for the skid bent and beam from the fabrication facility to the project site.

Estimated Cost of Extra Work at Force Account\$1,200,000.00

Extra Work at Lump Sum:

Perform all work shown on the plans and specifications of Pages No. 3 through 39 of this change order to provide for the steel fabrication of the steel skid bent and beam of the East Tie-In (ETI) portion of the Temporary Bypass Structure (Bridge No. 34-0006 (TEMP)).

For this work, the Contractor shall be compensated a lump sum of \$12,966,180.00. Except for the items of work specifically excluded below, this sum constitutes full and final compensation, including all markups, for all costs associated with the work of this change.

The costs of procuring all raw steel and fasteners for the skid bent and beam are excluded from this change and shall be compensated under Change Order No. 112. The cost of all consumable materials is included in the lump sum price paid under this change order.

Fabrication of the frame for the construction walkway for the skid beam is included in the lump sum price of this change order with the procurement of raw steel and fasteners for this work compensated under Change Order No. 112. The design and fabrication of the flooring and railing for this walkway are excluded from this change order.

The costs associated with the erection of the skid bent and beam and the fabrication and erection of the ETI steel truss are excluded from this change order.

The cost of transporting the fabricated steel of the skid bent and beam to the project site is excluded from the lump sum price and shall be paid as extra work at force account under this change order. In the event the fabricated steel is required to be delivered and stored off-site, all additional storage, handling and transportation costs associated with this off-site storage shall be compensated under a separate change order.

The costs of unloading the fabricated steel at the project site are excluded from this change order and shall be compensated under a separate change order.

Total Cost of Extra Work at Agreed Lump Sum\$12,966,180.00

There shall be no reduction in compensation for check samples removed from any mill located more than 480 kilometers via airline from Sacramento and / or Los Angeles or for additional shop inspection expenses sustained by the State for fabrication sites more than 300 airline miles from both Sacramento and Los Angeles.

All payment clauses contained within the specifications of this change order are superseded by the agreed lump sum and force account payment methods specified above.

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 116	Suppl. No. 0	Contract No. 04 - 0120R4	Road SF-80-12.6/13.2	FED. AID LOC.: ACBRIM-080-1(097)N
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Estimated Cost: Increase ☒ Decrease ☐ \$14,166,180.00

By reason of this order the time of completion will be adjusted as follows: Deferred

Submitted by

Signature	Resident Engineer BILL CASEY	Date
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Approval Recommended by

Signature	SFOBB Construction Manager MIKE FORNER	Date
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Engineer Approval by

Signature	SFOBB Construction Manager MIKE FORNER	Date
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We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by

Signature	(Print name and title)	Date
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CONTRACT CHANGE ORDER MEMORANDUM

TO: MIKE FORNER / DENNIS TURCHON			FILE: E.A. 04 - 0120R4	
FROM: BILL CASEY			CO-RTE-PM SF-80-12.6/13.2	
			FED. NO. ACBRIM-080-1(097)N	
CCO#: 116	SUPPLEMENT#: 0	Category Code: CHPA	CONTINGENCY BALANCE (incl. this change) \$18,091,743.12	
COST: \$14,166,180.00 INCREASE <input checked="" type="checkbox"/> DECREASE <input type="checkbox"/>			HEADQUARTERS APPROVAL REQUIRED? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
SUPPLEMENTAL FUNDS PROVIDED: \$0.00			IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
CCO DESCRIPTION: ETI Skid Bent Fabrication			PROJECT DESCRIPTION: CONSTRUCT ROUTE 80 TEMP BYPASS STRUCTURE	
Original Contract Time: 475 Day(s)	Time Adj. This Change: DEF Day(s)	Previously Approved CCO Time Adjustments: 1195 Day(s)	Percentage Time Adjusted: (including this change) 252 %	Total # of Unreconciled Deferred Time CCO(s): (including this change) 7

THIS CHANGE ORDER PROVIDES FOR:

the fabrication of the steel skid bent and beam of the East Tie-In (ETI) structure.

This project, the Temporary Bypass Structure (TBS), was awarded in March 2004 to construct a detour that will allow for the tie in of the new east span of the San Francisco Oakland Bay Bridge to Yerba Buena Island. The TBS encompasses three main structures, the East Tie-In to the existing bridge, the West Tie-In (WTI) to Yerba Buena Island and the Viaduct structure between the two tie ins.

The original contract was awarded as a performance based contract with the contractor responsible for the design of the structures based upon meeting specified design criteria. The Department issued a December 14, 2006 memo entitled Strategy for South-South Detour Contract Completion which was approved by Tony Anziano (Toll Bridge Program Manager), Richard Land (Chief Engineer) and subsequently by the TBPOC. This memo recommended that the design of the ETI structure be assumed by the Department as opposed to the as-bid performance based contractor design.

The new design of the ETI structure provides for a roll-out / roll-in concept with a new double deck steel truss span being erected adjacent to the existing span and then rolled into place after the existing span is rolled out. This change order provides for the fabrication and delivery of the steel skid bent and beam that will be erected adjacent to and under the existing span that will act to support the existing and new truss during the roll out / roll in process.

The work encompassed under this change includes the fabrication of 3,000 metric tons of steel members and the delivery of the steel to the project site. Procurement of the raw steel and bolts necessary for this work shall be compensated under the previously approved Change Order No. 112. Costs associated with the erection of the skid bent and beam and the fabrication and erection of the steel truss required for the roll-out / roll-in concept are excluded from this change order.

Compensation for the fabrication of the skid bent and beam shall be paid as extra work at an agreed lump sum price of \$12,966,180.00. Freight costs associated with the transportation of the fabricated steel from the fabrication facility to the project site shall be compensated as extra work at force account at an estimated cost of \$1,200,000.00. The total estimated change order cost of \$14,166,180.00 shall be financed from the contract's contingency funds. Cost analyses are on file.

The cost of storing the fabricated steel off-site and unloading the steel at the project site, including any traffic control, is excluding from this change order.

Any adjustment of contract time is deferred as the change may affect the controlling operation.

This change was requested by Mike Whiteside - YBI Coordination Engineer, per Memorandum on April 4, 2008 and concurred by Alec Melkonians - Asst. Project Manager, Hong Wong - Project Engineer, Patrick Treacy - HQ Assistant Construction Coordinator, and Lina Ellis - Structures Maintenance.

CONTRACT CHANGE ORDER MEMORANDUM

CONCURRED BY:			ESTIMATE OF COST		
Construction Engineer:	Bill Casey, Resident Engineer	Date	THIS REQUEST		TOTAL TO DATE
Bridge Engineer:	Mike Whiteside, Toll Bridge Design	Date 3/17/08	ITEMS	\$0.00	\$0.00
Project Engineer:	Hong Wong, PE	Date 5/27/08	FORCE ACCOUNT	\$1,200,000.00	\$1,200,000.00
Project Manager:	Alec Melkonians	Date 5/27/08	AGREED PRICE	\$12,966,180.00	\$12,966,180.00
FHWA Rep.:		Date	ADJUSTMENT	\$0.00	\$0.00
Environmental:		Date	TOTAL	\$14,166,180.00	\$14,166,180.00
Other (specify):	Patrick Treacy, HQ Asst.Const.Co	Date	FEDERAL PARTICIPATION		
Other (specify):	Lina Ellis, Maintenance	Date 5/28/08	<input type="checkbox"/> PARTICIPATING <input type="checkbox"/> PARTICIPATING IN PART <input checked="" type="checkbox"/> NONE		
District Prior Approval By:		Date	<input type="checkbox"/> NON-PARTICIPATING (MAINTENANCE) <input type="checkbox"/> NON-PARTICIPATING		
HQ (Issue Approve) By:	Ken Darby, HQ CCO Engineer	Date	FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)		
Resident Engineer's Signature:		Date	<input checked="" type="checkbox"/> CCO FUNDED PER CONTRACT <input type="checkbox"/> CCO FUNDED AS FOLLOWS		
			FEDERAL FUNDING SOURCE PERCENT		

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 140	Suppl. No. 0	Contract No. 04 - 0120R4	Road SF-80-12.6/13.2	FED. AID LOC.: ACBRIM-080-1(097)N
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To: CC MYERS INC

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. **NOTE: This change order is not effective until approved by the Engineer.**

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Extra Work at Lump Sum:

- Perform all work shown on the plans and specifications of Pages No. 3 through 81 of this change order to provide for the steel fabrication and delivery of the steel truss of the East Tie-In (ETI) portion of the Temporary Bypass Structure (Bridge No. 34-0006 (TEMP)).
- For this work, the Contractor shall be compensated a lump sum of \$7,578,730.00. Except for the items of work specifically excluded below, this sum constitutes full and final compensation, including all markups, for all costs associated with the work of this change.
- The costs of procuring all raw steel, welding wire and fasteners for the truss are excluded from this change and shall be compensated under Change Order No. 112.
- The cost of furnishing all expansion joints, elastomeric bearing pads, decking and floor beam shear studs for the truss are excluded from this change order.
- The costs associated with the erection of the truss and the fabrication and erection of the ETI skid bent and beam are excluded from this change order.
- The cost of transporting the fabricated steel of the truss to the project site is included in this change order. In the event the fabricated steel is required to be delivered and stored off-site, all additional storage, handling and transportation costs associated with this off-site storage shall be compensated under a separate change order.
- The costs of unloading the fabricated steel at the project site are excluded from this change order and shall be compensated under a separate change order.

Total Cost of Extra Work at Agreed Lump Sum\$7,578,730.00

There shall be no reduction in compensation for check samples removed from any mill located more than 480 kilometers via airline from Sacramento and / or Los Angeles or for additional shop inspection expenses sustained by the State for fabrication sites more than 300 airline miles from both Sacramento and Los Angeles.

All payment clauses contained within the specifications of this change order are superseded by the agreed lump sum and force account payment methods specified above.

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 140	Suppl. No. 0	Contract No. 04 - 0120R4	Road SF-80-12.6/13.2	FED. AID LOC.: ACBRIM-080-1(097)N
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Estimated Cost: Increase ☒ Decrease ☐ \$7,578,730.00

By reason of this order the time of completion will be adjusted as follows: Deferred

Submitted by

Signature	Resident Engineer BILL CASEY	Date
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Approval Recommended by

Signature	SFOBB Construction Manager MIKE FORNER	Date
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Engineer Approval by

Signature	SFOBB Construction Manager MIKE FORNER	Date
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We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by

Signature	(Print name and title)	Date
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CONTRACT CHANGE ORDER MEMORANDUM

TO: MIKE FORNER / DENNIS TURCHON			FILE: E.A. 04 - 0120R4	
FROM: BILL CASEY			CO-RTE-PM SF-80-12.6/13.2	
			FED. NO. ACBRIM-080-1(097)N	
CCO#: 140	SUPPLEMENT#: 0	Category Code: CHPA	CONTINGENCY BALANCE (incl. this change) \$32,257,923.12	
COST: \$7,578,730.00		INCREASE <input checked="" type="checkbox"/> DECREASE <input type="checkbox"/>	HEADQUARTERS APPROVAL REQUIRED? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
SUPPLEMENTAL FUNDS PROVIDED: \$0.00		IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		
CCO DESCRIPTION: Truss Steel Fabrication (Stinger)			PROJECT DESCRIPTION: CONSTRUCT ROUTE 80 TEMP BYPASS STRUCTURE	
Original Contract Time: 475 Day(s)	Time Adj. This Change: DEF Day(s)	Previously Approved CCO Time Adjustments: 1195 Day(s)	Percentage Time Adjusted: (including this change) 252 %	Total # of Unreconciled Deferred Time CCO(s): (including this change) 8

THIS CHANGE ORDER PROVIDES FOR:

the fabrication of the steel truss of the East Tie-In (ETI) structure.

This project, the Temporary Bypass Structure (TBS), was awarded in March 2004 to construct a detour that will allow for the tie in of the new east span of the San Francisco Oakland Bay Bridge to Yerba Buena Island. The TBS encompasses three main structures, the East Tie-In to the existing bridge, the West Tie-In (WTI) to Yerba Buena Island and the Viaduct structure between the two tie ins.

The original contract was awarded as a performance based contract with the contractor responsible for the design of the structures based upon meeting specified design criteria. The Department issued a December 14, 2006 memo entitled Strategy for South-South Detour Contract Completion which was approved by Tony Anziano - Toll Bridge Program Manager, Richard Land - Chief Engineer, and subsequently by the Toll Bridge Program Oversight Committee (TBPOC). This memo recommended that the design of the ETI structure be assumed by the Department as opposed to the as-bid performance based contractor design.

The new design of the ETI structure provides for a roll-out / roll-in concept with a new double deck steel truss span being erected adjacent to the existing span and then rolled into place after the existing span is rolled out. This change order provides for the fabrication and delivery of the steel truss that will be erected adjacent to the existing span and eventually be rolled into place.

The work encompassed under this change includes the fabrication of 1,270 metric tons of steel members and the delivery of the steel to the project site. Procurement of the raw steel, bolts, and welding wire necessary for this work shall be compensated under the previously approved Change Order No. 112. Costs associated with the erection of the truss and the fabrication and erection of the steel skid bent and skid bream required for the roll-out / roll-in concept are excluded from this change order.

Compensation for the work of this change shall be paid as extra work at an agreed lump sum price of \$7,578,730.00 which shall be financed from the contract's contingency funds. A cost analysis is on file.

The cost of storing the fabricated steel off-site and unloading the steel at the project site, including any traffic control, is excluding from this change order.

Any adjustment of contract time is deferred as the change may affect the controlling operation.

This change was requested by Mike Whiteside - YBI Coordination Engineer, per Memorandum on April 4, 2008 and concurred by Alec Melkonians - Asst. Project Manager, Hong Wong - Project Engineer, Patrick Treacy - HQ Assistant Construction Coordinator, and Lina Ellis - Structures Maintenance.

CONCURRED BY:			ESTIMATE OF COST		
Construction Engineer:	Bill Casey, Resident Engineer	Date	THIS REQUEST		TOTAL TO DATE
Bridge Engineer:	Mike Whiteside, Toll Bridge Design	Date 4/4/08	ITEMS	\$0.00	\$0.00
Project Engineer:	Hong Wong, PE	Date 5/22/08	FORCE ACCOUNT	\$0.00	\$0.00
Project Manager:	Alec Melkonians	Date 5/23/08	AGREED PRICE	\$7,578,730.00	\$7,578,730.00
FHWA Rep.:		Date	ADJUSTMENT	\$0.00	\$0.00
Environmental:		Date	TOTAL	\$7,578,730.00	\$7,578,730.00
Other (specify):	Patrick Treacy, HQ Asst.Const.Co	Date	FEDERAL PARTICIPATION		
Other (specify):	Lina Ellis, Maintenance	Date 5/23/08	<input type="checkbox"/> PARTICIPATING <input type="checkbox"/> PARTICIPATING IN PART <input checked="" type="checkbox"/> NONE		
District Prior Approval By:		Date	<input type="checkbox"/> NON-PARTICIPATING (MAINTENANCE) <input type="checkbox"/> NON-PARTICIPATING		
HQ (Issue Approve) By:	Ken Darby, HQ CCO Engineer	Date	FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)		
Resident Engineer's Signature:		Date	<input checked="" type="checkbox"/> CCO FUNDED PER CONTRACT <input type="checkbox"/> CCO FUNDED AS FOLLOWS		
			FEDERAL FUNDING SOURCE PERCENT		

South-South Detour, Contract No. 04-0120R4
Contract Change Order Implementation Strategy
June 2008 Updated

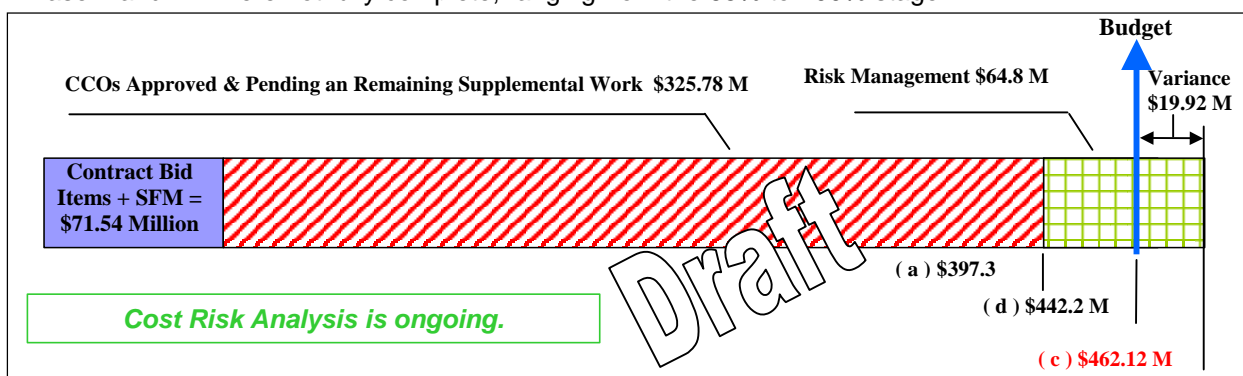
DRAFT

South-South Detour (Contract 04-0120R4)			
Contract Award:	March 10 th , 2004	Suspension Days:	302 Working Days
Original Working Days:	475 Working Days	Contract Extensions:	1195 Working Days
Original Contract Completion:	July 27th, 2005	Projected Contract Completion:	December 31, 2009

Introduction

Two memos were developed to outline a strategy for a revised SSD project that enhanced SSD viaduct design, developed tie-in design (east and west) in-house, improved the retrofit of the YBI viaduct (replacing the top deck of the viaduct rather than retrofitting in place) and advanced and incorporated select YBITS foundation work. The two memos are "San Francisco-Oakland Bay Bridge Corridor Schedule Mitigation – Strategy for South-South Detour Contract Completion" issued December 14, 2006, and "Recommendation to Construct Select Yerba Buena Island Transition Structure Foundations by Contract Change Order" issued on December 25, 2006. This strategy will result in substantial increases in the cost of the SSD project.

As approved at the March 2008 TBPOC meeting the revised budget for the SSD Project is 442.2M. This figure was established using available information as of January 2008 noting that the plans and specifications for the WTI Phase 2 and ETI were not fully complete, ranging from the 65% to 100% stage.



Scope of Work for SSD

The revisions to the original scope of work currently associated with the South-South Detour Project have been assigned into the following categories with their associated estimated cost:

Category	Scope of Work	Current Budget (March 2008)	In Progress Status Update from March 08 Approved Budget	
			Current	Delta
(0)	Original Bid Items, Baseline CCOs (1 through 48), and State Furnished Materials	\$83.7	\$83.7	\$0
(1)	SSD New Viaduct	\$31.9	\$33.7	\$1.8
(2a)	West Tie-In Existing Viaduct Phase 1	\$39.6	\$40.0	\$0.4
(2b)	West Tie-In Phase 2	\$15.0	\$17.0	\$2.0
(3)	East Tie-In	\$72.5	\$81.8	\$9.3
(4)	YBI Transition Structures Advance Foundations	\$105.8	\$103.0	(\$2.9)
(5)	Administrative Issues and General CCOs	\$48.6	\$51.0	\$2.5
Subtotal		\$397.1	\$410.2	\$13.1
Contingency		\$45.1	\$32.0	
Approved Budget		\$442.2		

Contract payments as of June 2, 2008: \$186.1 M

As shown, the current status of CCOs required to modify the original scope of the SSD work as defined in Categories 1 through 5 is \$326.5 M. The status of each category of work is discussed in the succeeding pages of this report.

South-South Detour, Contract No. 04-0120R4
Contract Change Order Implementation Strategy
June 2008 Updated

DRAFT

Bid Items, Baseline CCOs, & State Furnished Material

0

The break down of Category (0) is as follows:

Original Contract Amount	\$ 71.2 million
Baseline CCOs (1 through 48)	\$ 12.1 million
State Furnished Materials	\$ 0.4 million
Total	\$ 83.7 million

Baseline Contract Change Orders (1 through 48)

CCO #	Description	Executed Date	Cost
1	Flagging and Traffic Control	5/13/2004	\$100,000.00
1S1	Additional Funds for Flagging and Traffic Control	2/9/2007	\$200,000.00
2	Bidder Compensation	5/8/2004	\$1,575,000.00
3	Partnering	9/7/2004	\$25,000.00
4	DRB	9/7/2004	\$100,000.00
5	Federal Trainee Program	11/12/2004	\$20,000.00
5S1	Non-Journey Person Training	3/10/2005	\$50,000.00
6	Removal of DBE/SBE Monitoring	2/10/2005	\$0.00
7	Sampling and Analysis Work	8/30/2004	\$30,000.00
8	SWPPP Maintenance Sharing	8/30/2004	\$75,000.00
9	Additional Photo Survey/Public Relations	9/14/2004	\$50,000.00
10	Temporary Shuttle Van Service	7/16/2004	\$650,000.00
10S1	Additional Funds for Temporary Shuttle Van Service	6/23/2005	\$100,000.00
10S2	Additional Funds for Temporary Shuttle Van Service	1/12/2007	\$500,000.00
11	Utility Potholing	9/14/2004	\$100,000.00
12	Just-In-Time Training (RSC Pavement)	2/10/2005	\$5,000.00
13	PMIV Document Management System	11/3/2004	\$486,743.50
14	Temporary Suspension	5/19/2004	\$0.00
15	Archaeology Investigation	7/19/2004	\$30,000.00
15S1	Additional Funds for Archaeology Investigation	4/22/2005	\$15,000.00
16	Roadway Profile at WTI	Voided	N/A
17	Modify Drainage at G4 Entry Vault	10/24/2006	\$108,217.45
18	Access Control Measures	9/8/2004	\$50,000.00
19	EDR1 Alignment Modification	5/12/2005	\$0.00
20	A490 Bolts	10/23/2006	\$0.00
21	Removal /Disposal of Stairway	4/13/2005	\$14,060.00
22	Clean Stairs and Walkways	5/24/2005	\$35,000.00
23	Shared Field Data System (ShareArchive)	Voided	N/A
24	East and West Tie-In Temporary Suspension	2/1/2005	\$2,181,467.40
24S1	Read Inclinometer/Adjust Equipment Costs	10/18/2005	\$29,782.99
Total for Baseline Contract Change Orders			

CCO #	Description	Executed Date	Cost
24S2	Temporary Suspension Partially Extended	5/2/2006	\$4,812,631.58
24S3	Contract Days Extension/TRO Compensation	Voided	N/A
25	Bent 48, 49R, 52R Outside Boundary	3/24/2005	(\$19,000.00)
26	Bent 48 Articulation	4/22/2005	\$0.00
27	Bent 52L Footing Conflict	1/19/2006	\$94,386.51
28	Hydroseed Around W2 Columns	3/24/2005	\$20,000.00
29	Replacement of Surveillance Camera	3/24/2005	\$3,542.00
30	Additional Elastic Response Analysis	5/31/2005	\$10,700.00
31	Soil Analysis Outside Plan Limits	6/27/2005	\$20,000.00
32	SFPUC Permit Specification Change	5/17/2005	\$0.00
33	Design Enhancements	Voided	N/A
34	Pole Structure Welding Specification Revision	9/30/2005	\$0.00
35	Revision of East Tie-In Design Criteria	Voided	N/A
36*	Extend Limits of Viaduct Demolition	Voided	N/A
37	4 Hr Emergency Travel Way	Voided	N/A
37S1	Emergency Travel Way Falsework	Voided	N/A
38	Revision of West Tie-In Design Criteria	8/4/2005	\$0.00
39	Provide Shuttle Service to USCG	6/27/2005	\$10,000.00
40	Sewer Pipe Material Change	9/26/2005	\$1,561.95
41	Bent 49L Utility Relocation	Voided	N/A
42	Bent 48R Pile Load Test	9/12/2005	\$20,000.00
42S1	Bent 52R Pile Load Test	12/15/2005	\$5,000.00
43	Material On Hand Specification Change	9/16/2005	\$75,953.88
43S1	Addition of YBITS Advance to Material On Hand	Voided	N/A
44	Electrical Call Box Relocation		\$47,480
45	Additional SWPPP	2/21/2006	\$250,000.00
46	Southgate Road Reopening	3/8/2006	\$50,000.00
47	Hazardous/Non-Hazardous Soil Removal	12/15/2005	\$100,000.00
48	Buried Man-Made Objects	12/15/2005	\$50,000.00
			\$12,082,527.26

- The scope of work for CCO No. 36 was completed and compensated for under the larger scope of CCO No. 76.

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SSD New Viaduct

1

Progress of Work

Construction of foundations, columns, and bent caps are complete. Fabrication of the structural steel truss, performed by Dongkuk S&C in South Korea, is complete with all steel having arrived in the U.S. Steel erection at span 48 is complete with deck construction in progress. Steel erection at Span 49 is ongoing.

Status of Contract Change Orders: SSD New Viaduct:

CCO	Method of Payment	Description	HQ Status	TBPOC Status	CCO Status	Current Estimate/ Actual Cost	Change from March 08 Approved Budget
49	LS	Stringer and Floor Beam Design Study	N/A	N/A	Executed 5/2/2006	\$109,182	N/A
49S1	FA	Truss Design Modifications (Changes to Stringer and Floor Beam Connections)	I&A 12/08/06	N/A	Executed 8/17/2006	\$150,000	N/A
49S2	FA		I&A 12/08/06	N/A	Executed 12/18/2006	\$100,000	N/A
Subtotal (CCO #49 and Supplements)						\$359,182	
50	FA	Stand Alone Viaduct Design	N/A	N/A	Executed 5/8/2006	\$325,000	N/A
50S1	FA		I&A 9/21/06	N/A	Executed 10/16/2006	\$300,000	N/A
50S2	FA		I&A 12/08/06	N/A	Executed 12/18/2006	\$100,000	N/A
50S3	FA		I&A 2/09/07	N/A	Executed 2/13/07	\$175,000	N/A
Subtotal (CCO #50 and Supplements)						\$900,000	
54	LS	Deck Drainage	N/A	N/A	Executed 5/2/07	\$8,000	N/A
55	LS	Viaduct Fabricator Change (SGT Closeout)	I&A 7/08/07	Approved 6/27/07	Executed 8/7/07	\$5,665,330	N/A
55S1	LS	SGT Fabrication Closeout - Dongkuk Materials		Approved 3/5/08	Executed 3/17/08	\$980,600	\$70,600
59	LS	Water Blast Rebar Cages	N/A	N/A	Executed 2/22/07	\$5,000	N/A
60	LS	Construction of Bent Caps	I&A 6/13/07	Approved 6/27/07	Executed 6/18/07	\$7,435,950	N/A
67	FA	Viaduct/ETI Interface Modifications (Design Cost)	I&A 5/14/07	N/A	Executed 9/27/07	\$800,000	N/A
79	LS	Fabrication Cost for Viaduct Design Changes July '05 - October '06	I&A 7/19/07	N/A	Executed 8/7/07	\$803,400	N/A
79S1	LS	Fabrication Cost for Viaduct Design Changes - July 05-Oct 06		N/A	In progress	\$75,860	(\$174,140)
80	LS	Erection Costs for Viaduct Design Changes through October 2006		Approved 1/31/08	Executed 2/20/08	\$6,912,200	N/A
82	FA	AC Paving and Erosion Control for Deck Drainage		N/A	In progress	\$250,000	\$0
85	LS	Design of 300mm Waterline Relocation	N/A	N/A	Executed 3/17/08	\$12,480	\$1,994
87	LS	Viaduct Shipping Escalation Costs	I&A 7/24/07	N/A	Executed 10/2/07	\$534,570	N/A
87S1	LS	Viaduct Shipping Escalation Costs	I&A 1/14/08	N/A	Executed 1/30/08	\$200,000	N/A
88	LS	Viaduct Fabrication Delays	I&A 7/19/07	N/A	Executed 8/7/07	\$954,460	N/A
88S1	LS	Viaduct Fabrication Delays	I&A 8/22/07	N/A	Executed 9/27/07	\$776,630	N/A
98	FA/LS	Viaduct Steel Storage and Handling Cost		N/A	In progress	\$845,370	\$345,370
99	LS	Viaduct Erection Costs (Post Oct. 2006)		N/A	Executed 5/22/08	\$862,614	(\$139,716)

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100	FA	Viaduct Fabrication Costs (Post Oct. 2006)	I&A 1/22/08	N/A	Executed 1/28/08	\$650,000	N/A
105	FA/LS	Dongkuk Fabrication and Temp Bracing Fabrication Costs (July 2007 Plans)		Approved 4/3/08	Executed 4/17/08	\$2,140,640	\$690,640
106		CCO Voided...previous scope of work was incorporated into CCO 105				-	-
107		CCM Erection Support & Escalation Costs			In progress	\$500,000	\$0
111	FA/LS	USCG Parking Replacement and Protection	N/A	N/A	Executed 3/17/08	\$163,223	\$163,223
111S1	LS	Additional costs USCG Parking Lot	N/A	N/A	In progress	\$8,940	\$8,940
115	FA	Third VIA Shipping for CCO #67 July 07 plans		N/A	Executed 5/22/08	\$850,000	\$450,000
128		Waterline Relocation (NOPC 6)		N/A	In progress	\$200,000	\$200,000
133		Lightweight Conc. Mix Design Spec Change		N/A	In progress	\$0	\$0
135		Deck Escalation Costs			In progress	\$500,000	\$0
136		Relocate USCG road for steel erection FW Towers at Span 51	N/A	N/A	In progress	\$150,000	\$0
138		Waterline Relocation for Fire Hydrant (Conflicts with Span 49 Falsework)	N/A	N/A	In progress	\$150,000	\$150,000
Current Forecast for SSD New Viaduct						\$33,694,449	\$1,766,911

Budget Status

The Viaduct portion of the SSD was bid at \$26.74M. The projected additional costs in the December 14, 2006 Strategy Memorandum were estimated to be \$9M. The January 2008 revised additional cost estimate is \$31.9M, with executed CCOs to date of \$31M.

West Tie-In

Phase 1

2a

Progress of Work

Phase 1 work was substantially complete with the move in of the Structure on September 03, 2007. Miscellaneous electrical and drainage work remain. Work on the westbound on-ramp approach slab bridge is progressing. The ramp should be re-opened once the new barrier rails have been constructed, near the end of June.

Status of Contract Change Orders: West Tie-In Existing Viaduct (Phase 1)

CCO	Method of Payment	Description	HQ Status	TBPOC Status	CCO Status	Current Estimate/ Actual Cost	Change from March 08 approved Budget
58	FA	Bridge Removal Plan	N/A	N/A	Executed 11/21/06	\$60,000	N/A
58 S1	FA	Bridge Removal Plan	N/A	N/A	Executed 7/05/07	\$40,000	N/A
61	FA	Advance Engineering (Work Plans and Submittals), Site Prep (Ramp Closures, Access Road), Civil Work (Grading), Structure Work (Material Procurement)	I&A 1/09/07	N/A	Executed 2/27/07	\$400,000	N/A
61S1	LS/FA	Construction of Stage 1 Area and Substructure	I&A 5/16/07	Approved 6/27/07	Executed 5/18/07	\$9,995,644	N/A
66	FA	TMP - Video Equipment (WTI Phase 1)	N/A	N/A	Executed 7/20/07	\$175,000	N/A
68	FA	Temporary Electrical Work	N/A	N/A	Executed 7/20/07	\$140,000	N/A
68S1	FA	Temporary Electrical Work Stage 2, 3 &4	I&A 12/02/07	N/A	Executed 10/31/07	\$510,000	N/A

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72	LS	Structure Work (Superstructure), and Temporary Shuttle Service	I&A 7/19/07	Approved 7/27/07	Executed 7/20/07	\$11,096,900	N/A
76	LS	Labor Day Bridge Demolition and Move-In	I&A 7/19/07	Approved 7/27/07	Executed 7/20/07	\$2,240,300	N/A
76S1	LS	Labor Day Bridge Move-In (Changeable Message Signs, Temporary Signs, Traffic Control, Bridge Removal, Bridge Move-In, Paving and Roadway Repairs, CCM Support Costs, City Traffic Officers)	I&A 8/28/07	Approved 8/24/07	Executed 9/27/07	\$10,144,140	N/A
84	LS	Skid Track Foundations and Temporary Columns	I&A 7/27/07	Approved 7/27/07	Executed 7/31/07	\$3,980,000	N/A
101	LS	Reconstruct Slab, West Bound On-ramp		N/A	Executed 4/17/08	\$846,140	\$331,140
102	FA	Northside Drainage Work	N/A	N/A	Executed 4/4/08	\$60,000	\$60,000
117	FA	Surface Drainage (Southside)		N/A	In Progress	\$100,000	
103	LS	Labor Day Weekend Closure Misc. Costs		N/A	Executed 2/20/08	\$173,140	(\$26,860)
Current Status for West Tie-In (Phase 1)						\$39,961,264	\$364,280

Budget Status

The projected additional costs in the December 14, 2006 Strategy Memorandum were estimated to be \$40M. The January 2008 revised additional cost estimate is \$39.6M with executed CCOs to date of \$39.9M.

West Tie-In

Phase 2

2b

Progress of Work

The complete Phase 2 design package has been provided to the Contractor. The Contractor is preparing a cost estimate to construct the footings, columns and superstructure. Construction/Design coordination meetings with the Contractor are on going as needed.

Foundation work which began in March 2008 is progressing on schedule.

Status of Contract Change Orders: West Tie-In (Phase 2)

CCO	Method of Payment	Description	HQ Status	TBPOC Status	CCO Status	Current Estimate/ Actual Cost	Change from March 08 Approved Budget
62	LS	Construction of Phase 2 Foundations and Credits for Elimination of Bid Items 12 and 90		Approved 4/4/08	Executed 4/7/08	(\$4,649,850)	\$309,150
71	LS	WTI Phase 2 Pile at Bent 46L/Slab Bridge Removal	I&A 7/24/07	N/A	Executed 7/20/07	\$384,130	N/A
108	LS	Substructure		TBD	In Progress	\$6,300,000	\$1,642,000
141		Superstructure Construction		TBD	In Progress	\$9,345,000	\$0
143		Civil Work (EB Onramp and Mainline)		TBD	In Progress	\$5,587,000	\$0
Current Status for West Tie-In (Phase 2)						\$16,966,280	\$1,951,150

Budget Status

The Contractor's bid price for the West Tie-In was \$9.0M. Based on the Department's December 14, 2006 Strategy Memorandum, the costs associated with the Phase 2 West Tie-In work were estimated to be an additional \$13.0M. The January 2008 revised additional cost estimate is \$15.0M. This revision is based on complete foundation plans and 65% in progress substructure and superstructure plans.

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East Tie-In

3

Progress of Work

Complete bent 52A and skid bent foundations design packages were delivered October 2007. Complete ETI design plans for the skid bents and skid beams were delivered March 15th and complete truss plans were delivered April 7th. Construction/Design Coordination meetings with the Contractor are ongoing.

Fabrication subcontractors are procuring material and preparing for fabrication work. Fabrication of the skid bent and skid beam will take place at Thompson Metal Fab, Inc. in Vancouver, WA and the fabrication of the truss will take place at Stinger Welding Inc. in Coolidge, AZ.

Construction work to relocate the existing SFPUC sanitary sewer pump station is ongoing and expected to be completed in June. Construction of the skid bent foundations is progressing on schedule. The stage 1 retaining wall along the SAS area that will allow for the construction of the northern skid bent foundations is completed.

Status of Contract Change Orders: East Tie-In

CCO	Method of Payment	Description	HQ Status	TBPOC Status	CCO Status	Current Estimate/ Actual Cost	Change from March 08 Approved Budget
63	FA	Advance Engineering (Work Plans and Submittals)	I&A 8/22/07	N/A	Executed 9/27/07	\$800,000	N/A
69	LS	Procurement of Pump/Control Panel for Pump Station Relocation	N/A	N/A	Executed 10/10/07	\$111,280	N/A
69S1	LS	Construction for Pump and Control Panel for Relocated Pump Station		N/A	Executed 3/17/08	\$499,996	\$11,986
90	LS	Bent 52A and Skid Bent Footings and Credits for Eliminated Bid Items 10 and 42		Approved 4/4/08	Executed 4/14/08	\$11,308,380	\$0
92	FA	ETI AT&T Fiber Optic Relocation	N/A	N/A	Executed 12/17/07	\$175,000	N/A
93	FA	Lead Paint Mitigation Existing Truss		N/A	Executed 2/20/08	\$563,725	\$3,725
97	FA	Bent 52A and Skid Bent Ftg's Material Procurement	I&A 11/06/07	N/A	Executed 11/19/07	\$850,000	N/A
104	LS	Pier E-1 Access Towers	N/A	N/A	Executed 1/30/08	\$150,000	N/A
113	LS	Relocate Waterline in Conflict with Northern Skid Bent Footings	N/A	N/A	Executed 3/17/08	\$167,990	\$167,990
121	LS	Soil Nail Wall Material Procure		N/A	Executed 3/17/08	\$142,670	N/A
127		RTU - 8 Service Platform		N/A	In Progress	\$150,000	\$0
129		Erection, Roll-In Roll-Out, Joint Seals, Demolition, Existing Truss Retrofit, Stage 2 Wall, TMP, and Civil Work			In Progress	\$31,039,500	\$0
137	LS	Pump station Water Tank Demo		N/A	In Progress	\$114,490	\$114,490
112	FA	Material Procure Skidbent (1532 Tower Legs)		Approved 2/4/08	Executed 2/19/08	\$2,000,000	\$8,994,410
112S1	FA	Material Procure ETI Superstructure		Approved 3/5/08	Executed 3/17/08	\$8,500,000	
112S2	FA	Material Procure ETI Temporary Bypass Structure			In Progress	\$3,500,000	
116	FA/LS	Fabricate Superstructure & Skidbent		TBD	In Progress	\$14,138,680	
140	LS	Truss Steel Fabrication		N/A	In Progress	\$7,578,730	
Current Status for East Tie-In						\$81,790,441	\$9,292,601

Budget Status

The Contractor's bid price to construct the Contractor's design for the East Tie-In was \$6.0M with an additional \$1.46M to demolish the remaining portion of the ETI YB-4 span. The Department's December 14, 2006 Strategy Memorandum estimated an additional cost of \$34.0M to construct the Department's ETI roll out/roll in

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design concept. At the time, this estimate was based on minimal design information available. The January 2008 revised additional cost estimate is \$72.5M. This revision is based on complete Bent 52A and skid bent foundation design plans and 65% skid bent, skid beam, and truss design plans. Executed CCOs to date are \$25.3M.

The material procurement and fabrication cost increase (CCO's 112, 116, & 140) identified this month is attributed to the increase in steel weight from the 65% to 100% designed plans along with a market fluctuation in steel price as well as additional costs to expedite the Steel Truss fabrication work.

Yerba Buena Island Transition Structures
Advance Foundations

4

Progress of Work

The YBITS foundation and column locations being advanced are W3R/L, W4R/L, W5R/L, W6R/L, W7R/L, W7 Ramp and the temporary E.B. onramp abutment.

W3 3L – column (2nd lift of 2) in progress
 3R – work not started
 W4 4L – substantially complete
 4R – column (1st lift of 3) in progress
 W5 5L – 75 of 104 piles driven
 5R – work not started
 W6 6L – column (2nd lift of 3) in progress
 6R North – column (2nd lift of 3) in progress
 6R South – work not started
 W7 Mainline – excavation and temporary soil nail retaining wall in progress.
 Ramp – work not started
 EB Onramp Abut. – work not started

Status of Contract Change Orders: YBI Transition Structures Advance Foundations

CCO	Method of Payment	Description	HQ Status	TBPOC Status	CCO Status	Current Estimate/ Actual Cost	Change from March 08 Approved Budget
64	FA	YBITS W3L Site Prep and Grading and Construct Access Road	N/A	N/A	Executed 1/8/07	\$150,000	N/A
64S1	LS/FA	YBITS W3L Foundation and Column to Splice Zone, Integrated Shop Drawings for W3L, Concrete Washouts, 50% of Flagging, and Traffic Controls	I&A 3/13/07	Approved 2/15/07	Executed 4/4/07	\$5,835,000	N/A
65	FA	Demo Exist Bridge Adv. Planning	N/A	Approved 4/14/08	Executed 4/18/08	\$175,000	\$0
65S1		Demolish Exist Bridge (Bent 48 to YB-4)		TBD	In Progress	\$7,625,000	\$0
70	FA	Integrated Shop Drawings for Remaining YBITS Advance Locations (W3R, W4L/R, W5L/R, W6L/R, W7L/R, and W7 Ramp)	I&A 4/04/07	N/A	Executed 5/1/07	\$500,000	N/A
70S1	FA	YBITS Advance - ISD 3R, 4R/L, 5R/L, 6R/L, 7R/L & ramp		N/A	Executed 1/30/08	\$450,000	N/A
73	LS	YBITS W3R, W4R, W5R/L, W6R/L, and W7 Ramp Foundations and Columns	I&A 10/24/07	Approved 10/30/07	Executed 11/19/07	\$62,958,990	N/A
73S1		Duct Bank Revisions		N/A	In Progress	\$200,000	\$200,000
75	LS	YBITS W7R/L Foundations and Columns		Approved 4/3/08	Executed 4/14/08	\$13,150,000	(\$3,657,884)
75S1		Bent W7 Structure Backfill		Approved 4/3/08	In Progress	\$1,750,000	
77	LS	YBITS W4L Foundations and Columns	I&A 6/13/07	Approved 7/27/07	Executed 7/20/07	\$7,125,000	N/A
78	FA	Relocation of Sewer Force Main	N/A	N/A	Executed 7/17/07	\$125,057	N/A
94	LS	YBITS Temp. EB Onramp Abutment and Staging		TBD	In Progress	\$2,219,850	\$0
118	FA	Vibration & Elev. Monitoring at W5L		N/A	Executed 2/20/08	\$50,000	\$50,000

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118S1	FA/LS/ID	Nimitz House vibration monitoring		N/A	In Progress	\$50,000	\$50,000
120	LS/Credit	CIDH Pile Mitigation Deduct		N/A	Executed 3/17/08	(\$400)	(\$400)
124		Seismic Monitoring & Column Grounding		N/A	In Progress	\$100,000	\$100,000
126	FA	YBITS Excavation / Hazmat Disposal		Approved 4/3/08	Executed 4/17/08	\$500,000	\$400,000
Current Status for YBI Transition Structures Advance Foundations						\$102,963,497	(\$2,858,284)

Budget Status

The Department's December 25, 2006 Strategy Memorandum estimated the cost to construct Bents W3R/L, W4R/L, W5R/L, W6R/L, W7R/L, and W7 Ramp to be \$107M. In addition, the temporary E.B. onramp abutment was added at a later date with no estimate revision. The Departments December 14, 2006 Strategy Memorandum estimated the additional demolition costs for the existing bridge (Bent 48 through YB-4) to be \$3.5M. Removal of the existing bridge is included in the current contract; however, the Department anticipates additional costs resulting from impacts of the YBITS Advance work and associated costs due to escalation. The combined estimate for both was \$110.5M. The January 2008 revised additional cost estimate is 105.8M. Total CCOs executed to date are \$91M.

Administrative Issues General CCOs

5

Progress of Work

Administrative issues that remain on the SSD contract are related to setting project milestones and determining time related overhead resulting from the contract time extensions, escalation costs, the increased scope of work, and other necessary changes to the contract. Additionally, costs for implementing COZEPP for the East and West Tie-Ins need to be accounted for.

The following list of target milestones was previously provided to the Contractor to incorporate into the project schedule. This information will be revised as more detailed schedule information is developed.

	Date	Status	Notes
W3L (foundation and column up to splice zone)	March 15th, 2007	Complete	finished 3/15/07
West Tie-In Phase 1 Viaduct Demo/Roll-In Complete	September 4th, 2007	Complete	finished 9/04/07
Access to W3R Available to CCM	January 2nd, 2008	Partial access provided	coordinating access with SAS
W3R, W4L/R, W6L/R, and W7L/R/Ramp Complete	December 31st, 2008		
Upper East Tie-In Area Available to CCM	April 2nd, 2009	Partial access provided	coordinating access with SAS
East Tie-In Roll-Out/Roll-In Complete	May 26th, 2009		
Frame 1 YBITS Area (Bent 7 West) Vacated by CCM	September 1st, 2009		
Project Completion	December 31st, 2009		

The Department has extended TRO compensation at the original contract rate through September 1, 2009. The Contractor is performing a TRO audit so that an appropriate TRO adjustment can be negotiated.

The Department continues to pursue a resolution to the remaining NOPC issues. Of the 18 NOPC issues, only three remain outstanding. Of the three it is anticipated that Viaduct CCO #128 will resolve NOPC #6, resolution of the existing structure demolition costs will resolve NOPC #15, and resolution of the TRO costs will resolve NOPC #18.

Status of Contract Change Orders: Administrative Issues

CCO	Method of Payment	Description	HQ Status	TBPOC Status	CCO Status	Current Estimate/ Actual Cost	Change from March 08 Approved Budget
1 S2	FA	Flagging & Traffic Control	N/A	N/A	Executed 12/5/07	\$200,000	N/A
1S3	FA	Flagging & Traffic Control	N/A	N/A	In Progress	\$300,000	\$300,000
13S1	FA	PMIV Additional Funds (Resolved NOPC 7)			Executed	\$300,000	\$300,000

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					3/17/08		
45 S1	LS	Additional SWPPP	I&A 12/14/07	N/A	Executed 1/31/08	\$350,000	N/A
51	LS	NOPC 12 & 13 Resolution	N/A	N/A	Executed 8/17/06	\$25,234	N/A
52	0	Elimination of Contractor's Design of Tie-Ins	I&A 1/19/07	N/A	Executed 3/2/07	\$0	N/A
53	FA	Handling and Storage of Material	I&A 11/06/06	N/A	Executed 12/8/06	\$240,000	N/A
56	LS	Contractor's Design additional cost... Resolved NOPCs 2,3,4,8,9,10,11,14, and 16		Approved 3/5/08	Executed 3/17/08	\$6,837,310	(\$162,690)
57	LS	Demolition of Building 206	N/A	N/A	Executed 10/18/06	\$22,378	N/A
57S1	LS	Remove and Clear Building 254	N/A	N/A	Executed 6/4/07	\$10,572	N/A
66S1	FA	Video/Photo Documentation Services Supplemental Funds	N/A	N/A	Executed 4/14/08	\$200,000	\$200,000
86	LS	Additional Suspension Costs	N/A	N/A	Executed 5/19/08	\$42,764	(\$57,236)
91	LS	Contract Days Extension/TRO Compensation to November 08	RPP 8/28/07	TBD	Executed 10/31/07	\$1,818,948	N/A
91 S1	LS	Base Contract TRO Extension to September 1, 2009	I&A 10/25/07	Approved 10/30/07	Executed 11/16/07	\$8,463,159	\$0
91 S2	LS	Global TRO adjustment and Base Contract TRO extension to December 31, 2009		TBD	In Progress	\$28,600,000	\$0
96	FA	SWPPP Steep Slope Stabilization Measures	N/A	N/A	Executed 1/04/08	\$190,000	\$0
96S1	FA	Add Funds Shotcrete Slope at Bent 48	N/A	N/A	In Progress	\$50,000	\$50,000
109	FA	MEP Coordination	N/A	N/A	Executed 1/30/08	\$100,000	\$0
110	FA	Geotech. Exploration Pads and Support	N/A	N/A	Executed 2/20/08	\$150,000	\$50,000
119	FA/LS/ID/UP	Project Wide SWPPP	I&A 4/07/08	N/A	Executed 4/17/08	\$638,939	\$638,939
123	FA	Treasure Island Yard Lot Rental	I&A 4/16/08	N/A	Executed 4/17/08	\$600,000	\$600,000
125	FA	Project Access Paving		N/A	Executed 4/04/08	\$150,000	\$150,000
130	LS	Project Retention	I&A 4/07/08	N/A	Executed 4/14/08	\$136,510	\$136,510
131		Permanent Erosion Control		N/A	In Progress	\$ 200,000	\$200,000
132	LS	Storm Damage Slope Repair (Resolved NOPC 17)		N/A	Executed 5/23/08	\$23,870	\$23,870
142		Macalla Road Sinkhole Repair		N/A	In Progress	\$50,000	\$50,000
		Non CCO Charges...COZEEP, lead survey, respirator training		N/A	N/A	\$1,323,000	\$0
Current Status for Administrative and General CCOs						\$51,022,684	\$2,479,393

Budget Status

As of January 2008 the revised additional cost estimate for Time Related Overhead, escalation issues, and job wide changes is \$48.6M with the largest estimated cost being attributed to a global TRO adjustment. As Contract Change Orders for these items are negotiated, this estimate will be updated. Costs related to settlement of NOPC issues not captured here will be paid out of the contract contingency

Additionally, the original contract allotment provided \$1.3M for COZEEP. Subsequently, there were \$23,000 in other charges for a lead survey and respirator training both related to the WTI Phase 1 demolition work, providing for total non-CCO related charges of \$1.323M to the contract. These costs are shown here to capture costs to the project. It is also important to note that with two full bridge closures planned additional COZEEP funds may be required.

Total CCOs executed to date are \$20.5M.

**ITEM 5: SAN FRANCISCO-OAKLAND BAY
BRIDGE UPDATES**

b. Yerba Buena Island Detour

2) Update

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** June 10, 2008

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 5b, 2)

Item- San Francisco-Oakland Bay Bridge Updates
Yerba Buena Island Detour
Update

Recommendation:

For Information Only

Cost:

N/A

Schedule Impacts:

N/A

Discussion:

An update on the status of the Yerba Buena Island Detour contract will be provided at the meeting.

Attachment:

N/A

**ITEM 5: SAN FRANCISCO-OAKLAND BAY
BRIDGE UPDATES**

**c. Yerba Buena Island Transition Structures
(YBITS) No. 1**

1) Plans, Specifications and Estimate (PS&E)

TO: Toll Bridge Program Oversight Committee **DATE:** June 10, 2008
(TBPOC)

FR: Tony Anziano, Caltrans, Toll Bridge Program Manager

RE: Agenda No. - 5c1
Yerba Buena Island Transition Structures Contract No. 1
Item- Plans, Specifications and Estimate

Recommendation:

APPROVAL of the plans, specifications and estimate (PS&E) for the Yerba Buena Island Transition Structures Contract No. 1 (YBITS No. 1).

Cost:

The current approved cost forecast for the YBITS No. 1 contract is \$214.3 M. The current estimate by the Department is \$215.7 M.

Schedule:

The PS&E was transmitted to Caltrans Headquarter Office Engineer on April 1, 2008. Approval from the TBPOC and funding resolution from BATA by the end of July 2008 will be necessary, so the contract can be advertised in early August 2008, as currently scheduled.

Discussion:

The Department is making final adjustments to the PS&E for the YBITS No. 1 contract. The final Plans and Specifications incorporate comments received from BATA.

BATA has conducted a review of the Plans and Specifications for the YBITS No. 1 contract. It is BATA's opinion that the Plans and Specifications are satisfactory for purposes of advertising this contract. In addition, BATA generally concurs with the Department's base estimate for the project. The Department intends to implement an A+B bid structure for this contract. Bid opening for the contract is scheduled for January 2009. A final budget change and allocation will be made prior to award of the contract.

Attachment(s):

N/A

**ITEM 5: SAN FRANCISCO-OAKLAND BAY
BRIDGE UPDATES**

d. West Approach

1) Contract Change Orders 235

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** June 10, 2008

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 5d, 1)

Item- San Francisco-Oakland Bay Bridge Updates
West Approach
Contract Change Order 235

Recommendation:

APPROVAL

Cost:

\$1,532,370.00

Schedule Impacts:

N/A

Discussion:

This Contract Change Order No. 235 will provide for a 136 working day (calendar day) time extension to resolve all contract time issues through April 20, 2008. Change Order No. 186 resolved all contract extension incurred through the August 20, 2006 CPM schedule update. This change order provides for additional time extensions and TRO compensation for delays incurred from August 21, 2006 through April 20, 2008.

Significant impacts from additional pile installation methods, increased falsework/temporary support requirements, 5th Street on ramp modifications and staging conflicts were cause of the exposure for these days. The total risk from these items was substantially mitigated through various efforts, and these agreed upon residual days will resolve all past schedule conflicts up to April 20, 2008.

This Contract Change Order resolves the time and TRO on the contract through April 20, 2008, but does not address the extended TRO costs (TRO+) for these days nor for the TRO+ on the CCO 186 time extension of 52 days. The contractor is in the process of submitting their TRO+ package within the next month for all compensable days from CCO 186 & 235. Once received, their package will be reviewed and notification of any information will be forthcoming. It is anticipated that items such as miscellaneous project-dedicated equipment, lump sum item adjustments along with falsework and K-rail extended costs will be in their package.

Memorandum

The original completion date of the West Approach project was originally August 2009, and the project completion forecast was subsequently revised last quarter to January 2009. Change Order No. 235 does not impact the new forecasted date, and construction progress is sufficient to meet that date. At this point, most of the delay risks from this contract have either been realized through CCOs or have been resolved without time.

Attachments:

Draft CCO 235 & Memorandum

SFOBB – West Approach, Budget Analysis, March 31, 2008 (Draft Budget Balance Beam)

CONTRACT CHANGE ORDER

Change Requested by: Contractor

CCO 235	Suppl. No. 0	Contract No. 04 - 0435V4	Road SF-80-4.9/5.9	FED. AID LOC.:
---------	--------------	--------------------------	--------------------	----------------

To: TUTOR-SALIBA CORP

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. **NOTE: This change order is not effective until approved by the Engineer.**

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

A determination of the delay in completion of the contract due to all outstanding Department caused delays incurred from August 21, 2006 through April 20, 2008 has been made in accordance with Section 10-1.23, "Progress Schedule (Critical Path)," of the Special Provisions and Section 8-1.07, "Liquidated Damages," of the Standard Specifications.

The Contractor shall be granted a 136 working day time extension for these delays.

This time extension, along with the time extension granted under Change Order No. 186, acts to resolve all outstanding Department caused delay for all work performed through April 20, 2008 and no additional delays or time extensions shall be claimed or requested by the Contractor concerning work performed through this date.

The actual days of delay recognized under this change are listed below:

42 Working Days – October 6 through November 16, 2006
 31 Working Days – February 19 the March 21, 2007 (Non-Compensable)
 63 Working Days – January 5 through March 7, 2008

Of the 136 workings days of time extension granted under this change order, 105 of these working days shall be considered compensable. The remaining 31 working days of time extension granted under this change order shall be considered concurrent Department and Contractor delay and shall be granted as a non-compensable time extension.

Estimate of Increase in Contract Item at Contract Price:

Item No. 6: TIME-RELATED OVERHEAD

105 WDAY (+5.76%) \$21,000.00 /WDAY =+\$2,205,000.00 (+8.61%)

Estimated total cost for Increase in Contract Item.....\$2,205,000.00

Adjustment of Compensation at Lump Sum:

In accordance with Contract Change Order No. 37, each additional working day paid for Contract Bid Item No. 6, "Time related Overhead," shall be reduced by \$6,406.00 per working day. The Contractor shall credit the Department \$672,630.00 for this reduction pertaining to the 105 working days of time related overhead paid under this change order.

Adjustment of Compensation at Agreed Lump Sum(\$672,630.00)

The Contractor shall not be entitled to compensation for any costs incurred due to the 31 working days of non-compensable time extension granted under this change order.

This change order acts to resolve the following change orders with deferred time:

Change Order No. 60, Supplement No. 0
 Change Order No. 71, Supplement No. 0
 Change Order No. 71, Supplement No. 1
 Change Order No. 104, Supplement No. 0
 Change Order No. 146, Supplement No. 0

CONTRACT CHANGE ORDER

Change Requested by: Contractor

CCO 235	Suppl. No. 0	Contract No. 04 - 0435V4	Road SF-80-4.9/5.9	FED. AID LOC.:
---------	--------------	--------------------------	--------------------	----------------

Change Order No. 149, Supplement No. 0
 Change Order No. 149, Supplement No. 1
 Change Order No. 161, Supplement No. 0
 Change Order No. 182, Supplement No. 0
 Change Order No. 208, Supplement No. 0
 Change Order No. 222, Supplement No. 0
 Change Order No. 237, Supplement No. 0
 Change Order No. 251, Supplement No. 0

No additional time extensions shall be granted pertaining to the resolution of these deferred time change orders.

Should Contractor-Controlled Insurance Program costs apply, these costs will be determined separately and compensated by the Department.

Estimated Cost: Increase ☒ Decrease ☐ \$1,532,370.00

By reason of this order the time of completion will be adjusted as follows: 136 days

Submitted by

Signature	Resident Engineer Deanna Vilcheck	Date
-----------	--------------------------------------	------

Approval Recommended by

Signature	Principal Construction Manager Mike Forner	Date
-----------	---	------

Engineer Approval by

Signature	Principal Construction Manager Mike Forner	Date
-----------	---	------

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by

Signature	(Print name and title)	Date
-----------	------------------------	------

CONTRACT CHANGE ORDER MEMORANDUM

DATE: 5/21/2008 Page 1 of 2

TO: Dennis Turchon / Deanna Vilcheck			FILE: E.A. 04 - 0435V4	
FROM: Deanna Vilcheck			CO-RTE-PM SF-80-4.9/5.9	
FED. NO.				
CCO#: 235	SUPPLEMENT#: 0	Category Code: AFZZ	CONTINGENCY BALANCE (incl. this change) \$21,049,129.20	
COST: \$1,532,370.00		INCREASE <input checked="" type="checkbox"/> DECREASE <input type="checkbox"/>	HEADQUARTERS APPROVAL REQUIRED? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
SUPPLEMENTAL FUNDS PROVIDED: \$0.00		IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		
CCO DESCRIPTION: Time Resolution through April 20, 2008			PROJECT DESCRIPTION: SEISMIC RETROFIT	
Original Contract Time: 1824 Day(s)	Time Adj. This Change: 136 Day(s)	Previously Approved CCO Time Adjustments: 52 Day(s)	Percentage Time Adjusted: (including this change) 10 %	Total # of Unreconciled Deferred Time CCO(s): (including this change) 0

THIS CHANGE ORDER PROVIDES FOR:

a 136 working day (calendar day) time extension to resolve all contract time issues through April 20, 2008.

Change Order No. 186 resolved all contract extension incurred through the August 20, 2006 CPM schedule update. This change order provides for additional time extensions for delays incurred from August 21, 2006 through April 20, 2008.

A summary of the delays incurred, based upon a CPM analysis, is listed below:

Bent 3L CIDH Piles:

During the period from October 6 through November 16, 2006 the contract incurred 42 working days of delay due to problems encountered at Pile No. 2 of Bent 3L. This delay was the result of the construction joint implemented under Change Order No. 71. In removing the latent concrete above the construction joint the Department directed the contractor to remove additional concrete beyond that required in an attempt to ensure all latent concrete was removed. This additional concrete removal resulted in the potential undermining of the pile's permanent steel casing and the operation was delayed while this issue was resolved. This delay is considered to be the responsibility of the Department.

5th St. On Ramp and 4th St. Interim Structures:

The contract incurred 31 working days of delay to the 4th St. Interim structure due to staging conflicts between the contractor's CPM schedule and the contract's stage construction plans. The interim structure provides for traffic to cross from the existing mainline onto the new 5th St On Ramp structure and the Interim Eastbound Detour during the Stage 5 traffic switch onto the interim eastbound detour. The Contractor has claimed that the staging plans provided under the contract were unclear as to how the 4th St. Interim structure would be staged with the adjacent 5th St and Interim Eastbound Detour structures. A review of the staging plans reveal some ambiguity within the plans yet this issue remained in dispute. Concurrent to this delay, the 5th St. On Ramp structure incurred delay due to improper survey lines and grades provided by the Department. Additional delay to the 5 St. On Ramp roadway was incurred due to omissions in the staging plans. Due to these various disputes and disruptions, it has been determined that the 31 working days should be considered concurrent delay and granted as non-compensable time. These delays were incurred from February 19 through March 21, 2007.

Stage 5 Construction of Frames 6U and 7U:

Change Order No. 149 resulted in the construction of the southern portions of Frames 6 and 7 upper deck structure with traffic under the structure. This resulted in extensive changes to the Contractor's as-planned falsework due to the need for a 40 foot traffic opening under the structure. The change also required that the falsework be placed at night under traffic closures. The additional time required to place and remove this falsework has resulted in 63 working days of delay to the contract. This delay, which occurred from January 5 through March 7, 2008, is considered the responsibility of the Department.

The project has also implemented several delay mitigation efforts concerning the demolition of the lower deck structure (Change Order No. 208) and the temporary supports under Frame 6U and 7U (Change Order No. 251). These change orders each acted to limit the delays incurred on Change Order No. 149 to the 63 days discussed above. Without this mitigation an additional 2 to 3 months of delay may have been incurred.

CONTRACT CHANGE ORDER MEMORANDUM

EA: 0435V4 CCO: 235 - 0

DATE: 5/21/2008 Page 2 of 2

Due to the delays outlined above, this change order provides a 136 working day time extension while acting to resolve contract time issues for all work performed through April 20, 2008. Of the 136 days granted, 105 days shall be considered compensable with 31 days granted as concurrent delay with no compensation provided.

Compensation for the 105 days of compensable delay shall be paid by increasing Contract Bid Item No. 6 "Time Related Overhead" at the contract bid price of \$21,000.00 per working day at a cost of \$2,205,000.00. This change order provides for a reduced time related overhead rate of 6,406.00 per working day, in accordance with Change Order No. 37. This reduced rate shall be credited to the Department as an adjustment of compensation at an agreed lump sum credit of \$672,630.00. The total change order cost of \$1,532,370.00 shall be financed from the contract's contingency funds.

It is anticipated that additional costs, beyond time related overhead, associated with this delay shall be claimed by the contractor. These costs, which may include extended falsework, temporary k-rail and dedicated project equipment, shall be compensated under a separate change order.

As a result of the resolution of contract time, this change order acts to close out the deferred time on 13 change orders whose work have now been completed.

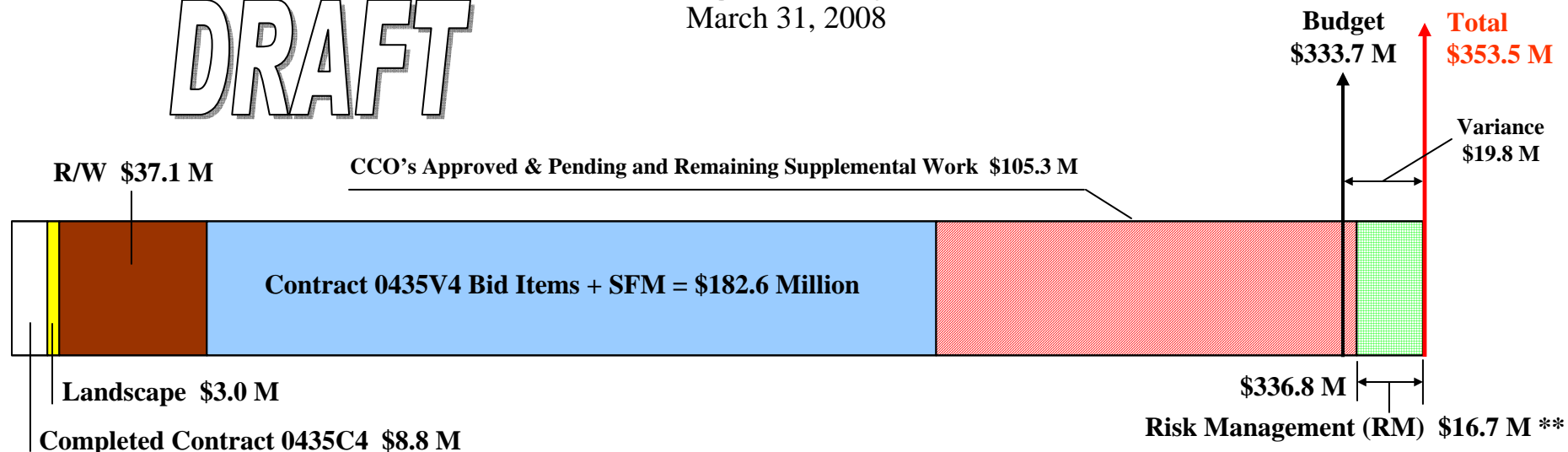
Maintenance concurrence is not required as this is an administrative change.

CONCURRED BY:		ESTIMATE OF COST	
Construction Engineer: D. Vilcheck	Date	THIS REQUEST	TOTAL TO DATE
Bridge Engineer:	Date	ITEMS	\$2,205,000.00
Project Engineer: H. Wong	Date	FORCE ACCOUNT	\$0.00
Project Manager: A. Melkonians	Date	AGREED PRICE	\$0.00
FHWA Rep.:	Date	ADJUSTMENT	(\$672,630.00)
Environmental:	Date	TOTAL	\$1,532,370.00
Other (specify):	Date	FEDERAL PARTICIPATION	
Other (specify):	Date	<input type="checkbox"/> PARTICIPATING <input type="checkbox"/> PARTICIPATING IN PART <input checked="" type="checkbox"/> NONE <input type="checkbox"/> NON-PARTICIPATING (MAINTENANCE) <input type="checkbox"/> NON-PARTICIPATING	
District Prior Approval By:	Date	FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)	
HQ (Issue/Approve) By:	Date	<input type="checkbox"/> CCO FUNDED PER CONTRACT <input type="checkbox"/> CCO FUNDED AS FOLLOWS	
Resident Engineer's Signature:	Date	FEDERAL FUNDING SOURCE	PERCENT

SFOBB West Approach Budget Analysis

March 31, 2008

DRAFT



** RM \$16.7 million does not account for \$18 million in opportunities from excess R/W sales.

Contract 04-0435V4 & 0435C4 SFOBB West Approach
Current Contract Budget Funding Status
March 31, 2008 Basis

Contract 0435V4 Contract Items	\$	177,878,840
State Furnished Materials (SFM)	\$	6,001,200
Subtotal	\$	183,880,040
Supplemental Work	\$	20,828,430
Contingency @ 4.9%	\$	9,931,530
Subtotal Original Contract Allotment	\$	214,640,000
Supplemental Budget Allocation Approved	\$	70,160,000
Pending Supplemental Fund Request Approval	\$	-
Total Current Contract Allotment 0435V4	\$	284,800,000
Remaining Unallotted Budget	\$	-
West Approach Right of Way (R/W)	\$	37,141,000
West Approach Landscape	\$	3,000,000
Completed Contract 0435C4	\$	8,759,000
Total Current West Approach Contract Budget	\$	333,700,000

Reported Total Forecast At Completion \$309,000,000

In 4th Quarter 2007 TBSRP Report

Contract 04-0435V4 & 0435C4 SFOBB West Approach
Contract Forecast At Completion (FAC) & Variance
March 31, 2008 Basis

Contract 0435V4 Contract Items	\$	177,878,840
State Furnished Materials (SFM)	\$	4,751,200
Subtotal	\$	182,630,040
Supplemental Work Remaining	\$	1,181,548
Item Overruns	\$	806,394
CCO's (Approved (198) + Pending (96) = Total (294))	\$	96,000,315
CCO's = or > \$1Million Pending (2)	\$	7,260,000
CCO# Pending POC's approval (0)	\$	-
Total Ongoing Contract 0435V4	\$	287,878,297
Risk Management	\$	16,717,000
West Approach Right of Way (R/W)	\$	37,141,000
West Approach Landscape	\$	3,000,000
Completed Contract 0435C4	\$	8,759,000
Total	\$	353,495,297
Variance (Total - Current Budget)	\$	19,795,297

Confidential Draft – For Deliberative Purpose Only

Quantitative Risk Analysis is ongoing.

**ITEM 5: SAN FRANCISCO-OAKLAND BAY
BRIDGE UPDATES**

e. Gateway Park Area Visioning Conference

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** June 10, 2008

FR: Program Management Team (PMT)

RE: Agenda No. - 5e
Item- San Francisco-Oakland Bay Bridge Updates
Gateway Park Area Visioning Conference

Recommendation:

For Information Only

Cost:

N/A

Schedule Impacts:

N/A

Discussion:

To initiate an open dialogue about the future of the Gateway Park Area and facilitate coordination amongst major stakeholders, a TBPOC-hosted Visioning Conference is scheduled for July 10, 2008, 10:00 AM to 1:00 PM, at the Mission Bay Office, before the next TBPOC meeting. Mayor Ron Dellums, City of Oakland, is scheduled to attend and speak at the conference.

The conference agenda, purpose and invitation list are presented below. A final draft Welcome Packet is included in the TBPOC binder.

AGENDA:

- 1) Welcome – Will Kempton, Chair, TBPOC; Mayor Ron Dellums, City of Oakland
- 2) Regional Perspectives & Opportunities – Will Travis, Executive Director, BCDC
- 3) Property Owner Perspectives
 - a. Gateway Park – Pat O'Brien, General Manager, East Bay Regional Park District
 - b. West Gateway Development – Dan Lindheim, Director, CEDA, City of Oakland

- c. Caltrans Maintenance Complex and Beyond – Tony Anziano, Toll Bridge Program Manager, Caltrans
- 4) Design Perspectives
 - a. Park Background – Clive Endress, Senior Landscape Architect, Caltrans
 - b. Geographic Scope & Guiding Principles – Brad McCrea, Bay Development Design Analyst, BCDC
 - c. Precedents & Possibilities – Rick Phillips, Urban Design Director, HNTB
- 5) Brainstorming Session – Group Discussion & Consensus
- 6) Steps Going Forward – Group Discussion & Consensus
 - a. Partnership, Process & Scope
 - b. Funding for Planning

PURPOSE:

- 1) **To clarify and understand the concerns and opportunities of major stakeholders** in creating this important regional park area.
- 2) **To decide on the conceptual scope** of the park and adjacent land. As a part of deciding on the scope of the planning effort, we also need to **reach general consensus on guiding principles** for the area.
- 3) **To define the roles and responsibilities of the participating agencies** in planning for the preferred option.

A number of different planning efforts are either underway or upcoming regarding development of the Gateway Park Area, near the Oakland Touchdown. Several of these efforts involve the TBPOC, and they include:

- City of Oakland - redevelopment of former Oakland Army Base property
- Port of Oakland - port expansion
- East Bay Regional Park District (EBRPD) - development of the new Gateway Park at the end of the Oakland Spit
- East Bay Municipal Utility District (EBMUD) - facility expansion
- California Department of Transportation (Department) - new maintenance village
- Department - public access permit requirements from the Cypress project (bike paths)
- Department - public access requirements from the East Span project (bike paths, landscaping/additional area for joint use by the Department and EBRPD)
- Department - historic preservation requirements from the National Historic Preservation Act Section 106 Memorandum of Agreement

INVITATION LIST:

1	Caltrans	Will Kempton	Director, TBPOC Chair
2		Tony Anziano	Toll Bridge Program Manager
3		Ken Terpstra	SFOBB Corridor Project Manager
4		Bijan Sartipi	District Director
5		Clive Endress	Senior Landscape Architect
6	BATA	Steve Heminger	Executive Director, TBPOC Member
7		Andrew Fremier	Deputy Executive Director
8		Rod McMillan	Director, Bridge Oversight & Operations
9	CTC	John Barna	Executive Director, TBPOC Member
10		Stephen Maller	Deputy Director
11		Dina Noel	Assistant Deputy Director, Toll Program
12	BCDC	Will Travis	Executive Director
13		Joe LaClair	Chief Planner
14		Brad McCrea	Bay Development Design Analyst
15	EBRPD	Pat O'Brien	General Manager
16		Bob Doyle	Assistant General Manager
17	City of Oakland	Mayor Ron Dellums	Mayor
18		Dan Lindheim	CEDA Director
19		Alex Greenwood	Urban Economic Coordinator
20	Port of Oakland	James Kwon	Director, Maritime Operations
21	ABAG	Henry Gardner	Executive Director
22	ABAG/Bay Trail	Laura Thompson	Director
23	EBMUD	David Williams	Director, Waste Water Division
24	ACTIA	Christine Monsen	Executive Director
25	U.S. Fish & Wildlife	Susan Moore	Field Supervisor

Enclosure:

Visioning Conference Welcome Packet

DRAFT

Visioning Conference Gateway Park Area

Oakland, California

Thursday, July 10, 2008

10:00 a.m. - 1:00 p.m.

Mission Bay Office, 325 Burma Road

Welcome Packet



TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

June 26, 2008

To: Key Stakeholder Agencies
From: Toll Bridge Program Oversight Committee
Re: Gateway Park Area Visioning Conference

On behalf of the Toll Bridge Program Oversight Committee (TBPOC), we invite you to the Gateway Park Area Visioning Conference, an incredible opportunity to shape the future of this area. The TBPOC is composed of the directors of the California Department of Transportation (Caltrans), the Bay Area Toll Authority (BATA), and the California Transportation Commission (CTC). Established by state legislation passed in 2005, the TBPOC is charged with joint oversight and control of the Toll Bridge Seismic Retrofit Program.

The purpose of the Visioning Conference is three-fold:

1. **To clarify and understand the concerns and opportunities of major stakeholders** in creating this important regional park area.
2. **To decide on the conceptual scope** of the park and adjacent land. As a part of deciding on the scope of the planning effort, we also need to reach general consensus on guiding principles for the area.
3. **To define the roles and responsibilities of the participating agencies** in planning for the preferred option.

The Conference is scheduled for **Thursday, July 10, 2008, 10:00am to 1:00pm**, and will be held at the Caltrans Mission Bay Office at 325 Burma Road in West Oakland. The Conference participants include: Honorable Ron Dellums, Mayor of Oakland; Will Travis, Executive Director of San Francisco Bay Conservation and Development Commission (BCDC); Pat O'Brien, General Manager of East Bay Regional Park District (EBRPD); and key decision makers from the Port of Oakland, East Bay Municipal Utility District (EBMUD), Association of Bay Area Governments (ABAG), Alameda County Transportation Improvement Authority (ACTIA), U.S. Fish and Wildlife, and the TBPOC.

In creating a vision for the Gateway Park Area we can ask the following questions:

What is possible? How can we realize and expand upon the unique opportunities presented at this time and at this site?

Can we create a vision worthy of the possibilities of one of the most significant future public places in the entire Bay Area region?

Possibilities for the Gateway Park Area are already being explored. A Working Group consisting of key stakeholder agencies was formed a few months ago and has been meeting regularly in preparation for this conference. This area has the potential – perhaps more than any other site in the region – to embody all the aspects, both natural and cultural, that unite to form this special place. This area cries out for inclusiveness and celebration, for “gateway” in the broadest sense. Above all, this area asks of us one thing: think big!

As the TBPOC, we want to ensure that our existing and future facilities are compatible with other planning and development efforts in the area in order to make this region integrated and vibrant. From historic transportation and military uses to future park, museum and redevelopment opportunities, the Gateway Park Area has great potential.

In this packet you will find material to inspire you in preparation for the Visioning Conference. We look forward to seeing you on July 10.

Sincerely,

Will Kempton, Chair
Director
California Department of Transportation

Steve Heminger
Executive Director
Bay Area Toll Authority

John F. Barna, Jr.
Executive Director
California Transportation Commission

DRAFT

Agenda

Visioning Conference - Gateway Park Area

Thursday, July 10, 2008

10:00am-1:00pm

Mission Bay Office, 325 Burma Road, Oakland

10:00 - 10:05

Purpose of Conference

- Carmen Clark, Facilitator

10:05 - 10:10

Welcome

- Will Kempton, Chair, Toll Bridge Program Oversight Committee
- Mayor Ron Dellums, City of Oakland

10:10 - 10:15

Regional Perspective & Opportunities

- Will Travis, Executive Director, BCDC

10:15 - 10:30

Property Owner Perspectives

- **Gateway Park**
Pat O'Brien, General Manager, EBRPD
- **West Gateway Development**
Dan Lindheim, Director, Community and Economic Development Agency, City of Oakland
- **Caltrans Maintenance Complex and Beyond**
Tony Anziano, Toll Bridge Program Manager, Caltrans

10:30 - 10:45

Design Perspectives

- **Park Background**
Clive Endress, Senior Landscape Architect, Caltrans
- **Geographic Scope & Guiding Principles**
Brad McCrea, Bay Development Design Analyst, BCDC
- **Precedents & Possibilities**
Rick Phillips, Urban Design Director, HNTB

10:45 - 12:00

Brainstorming Session - Group Discussion & Consensus

12:00 - 1:00

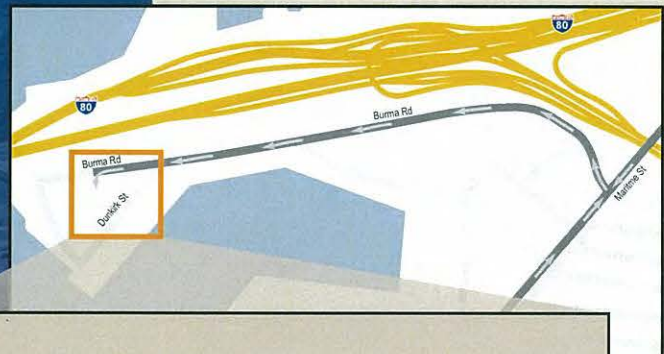
Steps Going Forward - Group Discussion & Consensus

- Partnership, Process & Scope
- Funding for Planning

BBQ lunch to be served following the Visioning Conference

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PAST

The Gateway Park Area has a rich and diverse history that is centered around industrial, military and transportation uses. Transportation uses began in the mid 19th century. The Southern Pacific Railroad built the Oakland Mole in 1882 to protect the harbor and provide a connection to transbay ferry services via a rail pier. The Oakland Mole supported transbay ferry service until its demolition in 1965 to make way for the construction of the BART Transbay Tube and expansion of the Port of Oakland.

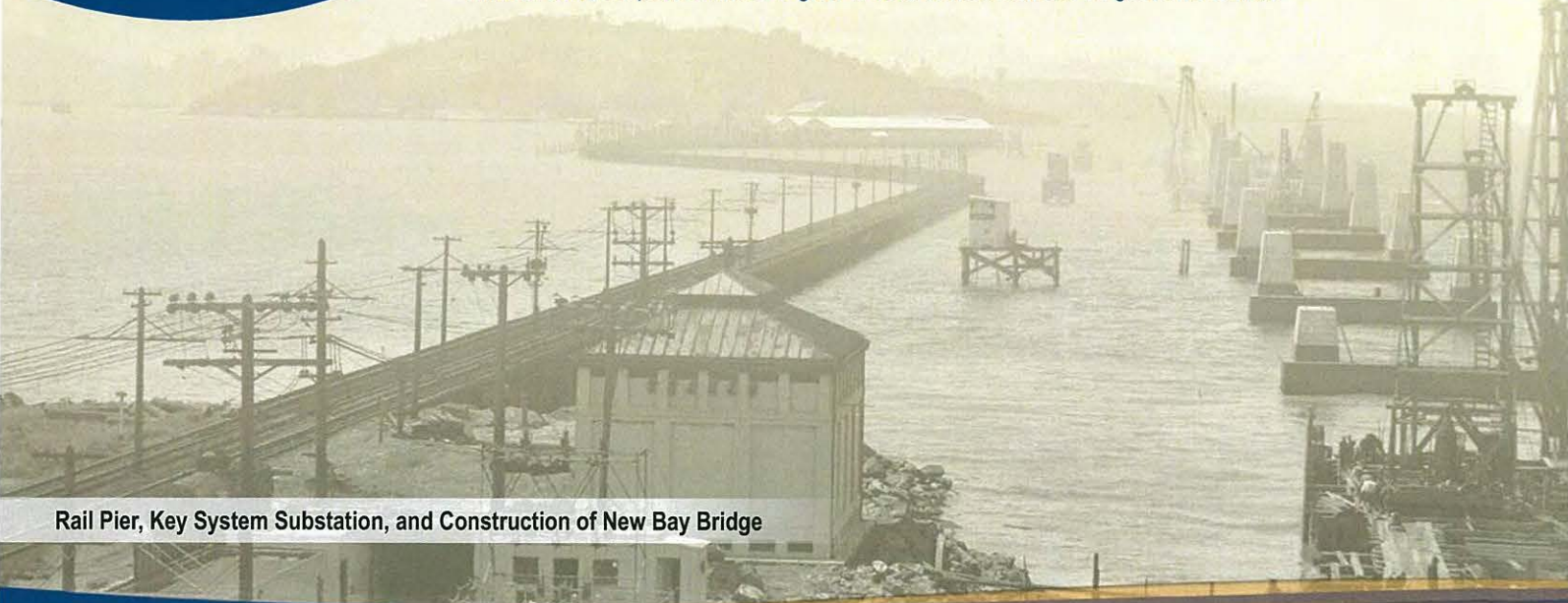
Quote from Mayor Ron Dellums forthcoming.

The Key System Substation is still in existence today, as shown in the historic photo below. Built in 1925/26, the substation served the Key System, powered the rail pier to the transbay ferries, and later powered trains onto the new Bay Bridge. The Caltrans Substation was built in 1939 adjacent to the Key System Substation to provide electricity for both rail and general bridge purposes.

The Interurban Electric Railway Bridge Yard Shop (IERBYS) warehouse, also known as the "saw tooth building", is another historic building in the Gateway Park Area. Originally serving as a rail yard and shop, today it serves as the Bay Bridge maintenance and paint shop.

The Oakland Army Base served as a transportation port and distribution terminal for the Department of the Army since the early 1940s. The base was officially closed in 1999. In 2003, the former base (consisting of approximately 364 acres) was transferred to the Oakland Redevelopment Agency and the Port of Oakland.

The Port of Oakland is located to the south of the Gateway Park Area. The Port is the fourth largest container port in the U.S. with ten container terminals and two intermodal rail facilities. Since its establishment in 1927, the port continues to grow in order to meet demand for goods movement.

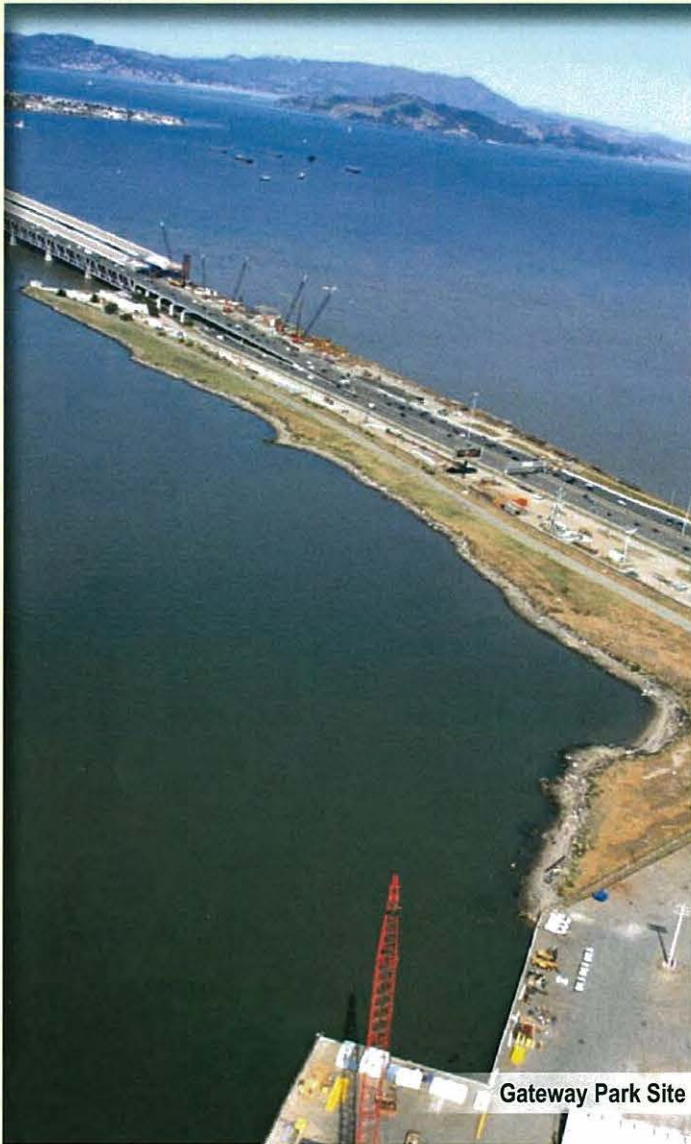


Rail Pier, Key System Substation, and Construction of New Bay Bridge

PRESENT

Present Site Conditions

For over 100 years, the Gateway Park site has been a crossroads for transportation. Its position in the center of the San Francisco Bay Area also makes it a genuine 'hub' in terms of bay scenery, ecology, and geographic prominence. These factors, along with the site's historic importance, provide an opportunity to create a compelling vision for the area's redevelopment. The following section presents an overview of both the opportunities and constraints from the perspectives of environmental issues, land ownership, utilities, and existing structures.



Emeryville Crescent

Biological - The Gateway Park Area is home to a variety of birds and native plants. Its proximity to the restored Emeryville Crescent (adjacent to the north) makes it a magnet for current and future habitats. Endangered species found in the area include the California Clapper Rail and California Least Tern.



Hazardous Materials - Soil and groundwater contaminants have been documented on the site. Based on historic uses of the site, there is potential contamination from former military uses. A more detailed investigation will be needed.

Visual - There are many visual resources at the site are. These resources include spectacular viewsheds of the East Bay Hills, Port of Oakland, San Bruno Hills on the peninsula, skyline of San Francisco and Yerba Buena Island, Angel Island and the hills of Marin County. The existing double-decked Bay Bridge East Span will be replaced by a sleek and elegant span carrying two roadway decks side-by-side. The new structure will enhance expansive views of motorists, bicyclists, and pedestrians. The site is also characterized by two lighted billboards (representing 2 of 3 easements).

Land Ownership

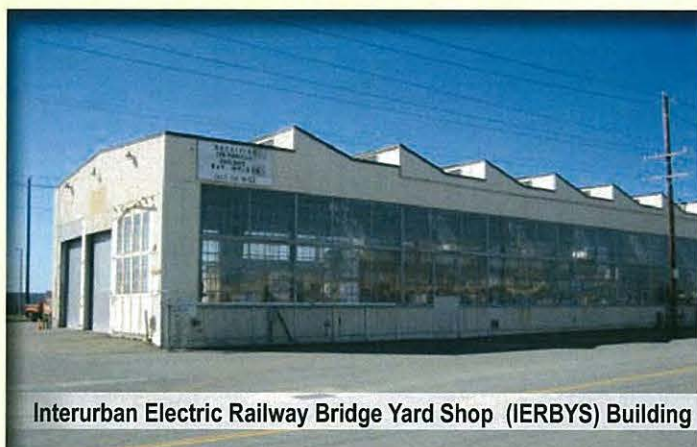
As illustrated in the context map on pages 6 and 7 of this packet, the Gateway Park Area is composed of several separate parcels and land owners. Although the existing use is primarily transportation related, a large part of the area will be dedicated to park usage. In order to create a seamless park experience, the landowners and other key stakeholders must overcome differences and work towards a greater vision.

PRESENT

Present

Property owners in the Gateway Park Area include the EBRPD, Oakland Redevelopment Agency (ORA), Port of Oakland, Pacific Gas & Electric Company (PG&E), and Caltrans which controls a significant amount of right-of-way. Land ownership is presented in more detail in the context map.

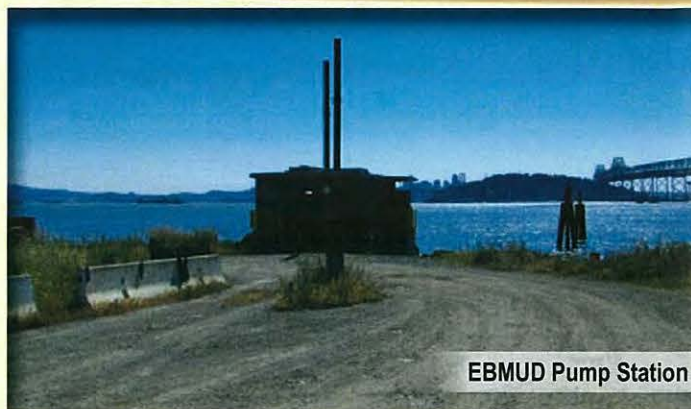
- **Caltrans** right-of-way extends along the I-80 Freeway and Burma Road. In the study area this right-of-way totals approximately ## acres. It is noted in orange shading in the context map.
- **EBRPD** will assume ownership of the land south of Burma Road and west of Pier 7, as shown as #1 in the context map. The EBRPD will be charged with the development and maintenance of this 15-acre park when the land is transferred from the U.S. Department of Interior.
- **The ORA** owns an 18-acre "West Gateway Area" noted as #4 in the context map. Currently, the West Gateway Area is leased to Caltrans as the new East Span Construction campus. In addition, the ORA owns Central Gateway (noted as #5), East Gateway (noted as #6), and proposed Auto Mall (noted as #7) in the Gateway Park Area.
- **PG&E** owns a small parcel of land on which a substation is located.
- **Port of Oakland**, located to the southeast of the study area, is a vast and high activity area for the fourth largest port in the U.S.



Interurban Electric Railway Bridge Yard Shop (IERBYS) Building

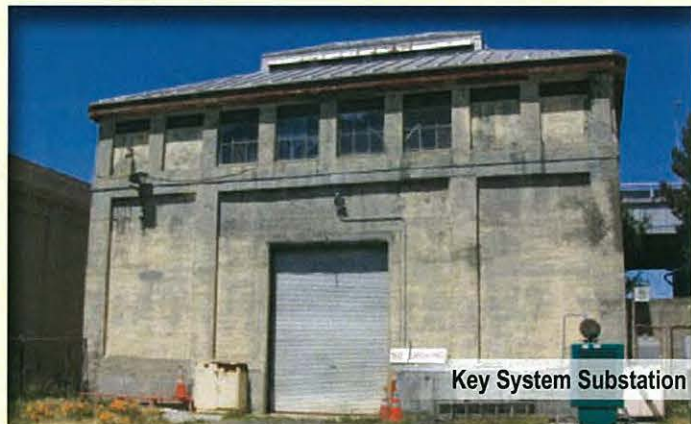
Utilities

PG&E operates high voltage lines which tie into the substation. PG&E also owns a vault where the high voltage lines and submarine cables are tied together.



EBMUD Pump Station

The **EBMUD** owns and maintains an outfall line that extends from its treatment facility near the Oakland Maze and out to the bay. This line parallels Burma Road and cannot be built upon, except for a bridge that provides access across the outfall area. The EBMUD also has a dechlorination facility, which treats effluent sent from the main treatment facility, and a pump station at the tip of the future Gateway Park.



Key System Substation

Existing Structures

Key System Substation - Historic substation originally provided electricity for trains to the rail pier from this site, and later powered trains on the Bay Bridge, before all lanes were converted to auto traffic. The substation now serves primarily as a storage facility.

Caltrans Substation - provides electricity for Caltrans operations on the Bay Bridge.

IERBYS Building - Historic building that provides support and storage for Caltrans maintenance and operations for the Bay Bridge.

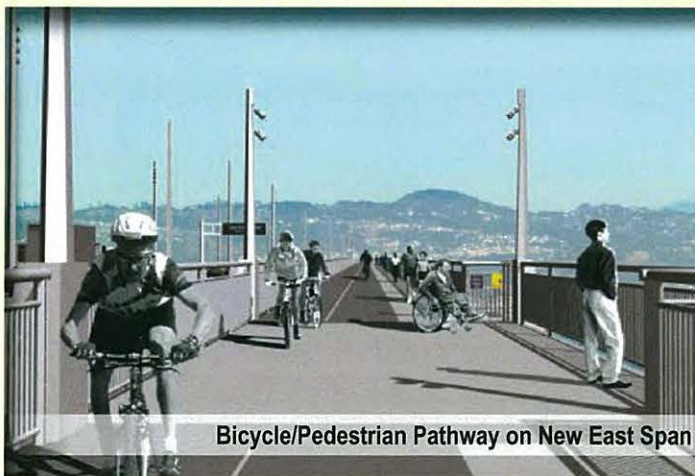
The PG&E substation, EBMUD dechlorination facility and pump station are also located near the tip of the future Gateway Park.

FUTURE

Future

The future of the Gateway Park Area is bright and full of possibility, and we must “think big” in order to take advantage of this once-in-a-lifetime opportunity. Currently, many planning efforts already underway, including the following:

- **City of Oakland** - redevelopment of the former Oakland Army Base property
- **Port of Oakland** - port expansion
- **EBRPD** - development of the new Gateway Park
- **EBMUD** - facility expansion
- **Caltrans**
 - New maintenance complex
 - public access permit requirements (bike paths, landscaping, etc.)
 - historic preservation requirements



Bicycle/Pedestrian Pathway on New East Span

In visioning the future of this area, two themes stand out: Community and Connections.

Community - The Gateway Park Area has the potential of being a great gathering place for the diverse communities of the Bay Area where visitors feel a sense of ownership and pride. A public waterfront, signature architecture, great public spaces, natural parkland, walkways and trails, places of intense activity and quiet contemplation – all are called forth by the theme of community.

Connections - At the Bay Area's geographic center, the Gateway Park Area is at a crossroads. The Bay Bridge carries vehicles - and soon, bicyclists and pedestrians. The Bay Trail and the Bay Bridge will meet at the site, a nexus of the Bay Area's regional network of bike trails and walking paths.

In a greater sense, the theme “connections” defines the core vision of the future Gateway Park Area. Connections are physical – the area has been serving as a transportation hub. Connections are cultural – the park could be a meeting place of the Bay Area's diverse communities. Connections are historic – the rich histories of rail, road, and water transportation have all passed through this place and left their imprint. Behind all of this is another connection, one that captures the great experiment of human settlement in the Bay Area: the meeting of the natural and the manmade, a connection sometimes grand, often messy, ever fascinating.

One thing is clear. An opportunity like Gateway Park comes around rarely. This is a moment for the people of the Bay Area to seize the day. A great vision will lead to great action, and a great place will be created, equal to its very special location in the region.

Options and Analogies

The following section provides options and analogies for your inspiration in brainstorming the future of the Gateway Park Area. Three options are presented for your consideration and discussion. Preliminary geographic outlines and potential land uses for each option is presented on pages 8 through 10.

Analogy exhibits as shown on pages 11 through 13 illustrate the principles honed in civic icons such as the Sydney Opera House, and more locally, the California Academy of Sciences at Golden Gate Park, and the Letterman Digital Arts Center at the Presidio of San Francisco. The designers of these facilities were able to activate the salient themes of their given sites, and carry them through to compelling, successful designs that interact with the greater landscape, and respectfully reminisce what has come before.



Future West Gateway Development Area

CONTEXT MAP





OPTION A



Option A

- Total Development Area: 20 acres
- Potential Land Uses
 - Park and ancillary uses

Option A:

Option A represents approximately 20 acres of parkland, consisting primarily of the future EBRPD Gateway Park. Potential land uses include park and ancillary uses, such as shoreline access, pedestrian/bicycle pathway, and parking lot. Due to the limited size and shape of the site, construction of new buildings may be limited, however, the historic Key System Substation still exists at this site.

OPTION B

Option B

- City of Oakland West Gateway development to be integrated with Gateway Park
- Total Development Area: 60 acres
- Potential Land Uses:
 - luxury hotel/convention center
 - park and ancillary uses



Option B:

Option B represents an area totaling approximately 60 acres, including land owned by the City of Oakland. Potential land uses include park and ancillary uses, luxury hotel, and/or convention center. The City of Oakland's West Gateway Development would be master planned, provide a shoreline park along Outer Harbor, and be integrated with the future Gateway Park. Visitors would have a seamless experience traveling along the new Burma Road due to well-coordinated and designed buildings and landscaping implemented throughout the Option.

OPTION C

Option C

- Caltrans Maintenance Complex to be relocated (partially or entirely)
- Total Development Area: 83 acres
- Potential Land Uses:
 - auto retail/flex office/green industry
 - luxury hotel/convention center
 - park and ancillary commercial uses



Option C:

Option C represents an area totaling approximately 80 acres. With the inclusion of land currently earmarked for expansion of the Caltrans Maintenance Complex (to be relocated partially or entirely under this option), potential land uses incremental to Option B include auto retail, flex office or green industry. Visitors would have a seamless experience traveling along the new Burma Road due to well-coordinated and designed buildings and landscaping implemented throughout the Option.

ANALOGY

people

ecology

history

people

: 'creating an icon'; a formal expression of use and context

case study: Sydney Opera House

location: sydney, nsw, australia

complete: 1973

designers: jorn utzon, arup and partners

context: peninsula in sydney harbor

design intent: dramatic experience of shoreline coupled with an ethereal roofscape, echoing the interior volumes

designer statement: "The overall shape of the hall, a free form, hanging like a cloud in the sky."

Spaces and buildings reach a high level of performance when they are reflective of their use. On a cursory level, modern architecture has taught us that form follows function, resulting in architecture lacking warmth in much of the 20th century. Spaces were derived to fit function; however, the inspiration of greater meaning, of place-making was lost in the folds of brutalism. Out of this has come a new sensibility, in which forms, derived from actual function, can be carried one step further to accentuate that function in symbolic form-making. This notion highlights the user experience as part of the landscape.

In the Sydney Opera House, form meets function in a geometry that reflects the character of a maritime city; a sculpture that combines the volumes of interior acoustic design and the symbology of billowing spinnakers of boats in Sydney Harbor, and contrasts them with the gridiron of the adjacent commercial district. Through contextual form the opera house anchors its peninsula with civic activity that defines its landscape, and city.

"Form follows function - that has been misunderstood.

Form and function should be one, joined in a spiritual union."

- frank lloyd wright

envision- what types of expressions for the site



design- where civic utility meets contextual form, a city finds its icon.



sydney opera house - sydney, australia

other example: design that emerges



convention and exhibition centre - vancouver, canada

ANALOGY

people



ecology



history



history

: design as an expression of the site's historic virtues

case study: Letterman Digital Arts Center

location: presidio, san francisco, ca

complete: 2005

designers: george lucas, gensler, HKS,
lawrence halprin

context: sf presidio- large urban park

design intent: preserve character of
presidio architecture

designer statement: The Presidio is a wonderful collection of buildings from different eras, and their architectural styles appear to blend into what you could call an overall Presidio style..."

Drawing on references from the past, a site can be designed to respect the former uses, while simultaneously creating new activity, compelling users to contemplate, and validate the trials, struggles, and triumphs of human experience on the site.

The Letterman Digital Arts Center, a certified LEED Gold project, has brought new use to a site formerly occupied by a military hospital. Out of respect of the greater Presidio, the buildings were designed in such a way that honored the historic aesthetic of the former military base. The buildings, though built with modern materials, still compel the visitor to experience the site in reference to its rich history.

Further is a rethinking of the historic use of the site. While the past military use defended the city from external force, the site "defends" our environment and promotes sustainability. In addition to the redevelopment of the Crissy Field area as a lagoon and estuary, was a move to make the Letterman site a model for environmental sustainability.

"The past is everywhere. All around us lie features which, like ourselves and our thoughts have more or less recognizable antecedents. Relics, histories, and memories suffuse human experience..."

Whether it is celebrated or rejected, attend to or ignored, the past is omnipresent."

- david lowenthal



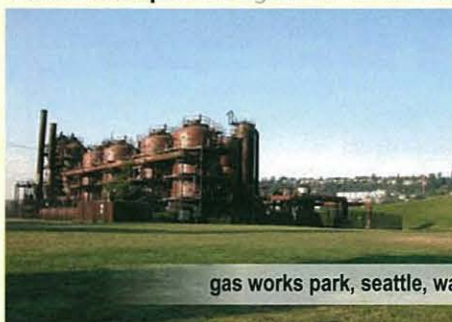
document- research historic uses of site and how these can inform design

reflect- activate site as a looking glass for future generations



letterman digital arts center, san francisco, ca

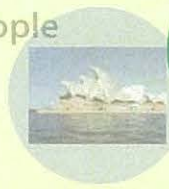
other example: design that remembers



gas works park, seattle, wa

ANALOGY

people



ecology



history



ecology

: design as an expression of the surrounding landscape/natural setting

case study: California Academy of Sciences

location: golden gate park, sf, ca

complete: opens september 2008

designers: renzo piano

context: large urban park

design intent: integrate building with park and city-
themed after 'seven hills of san francisco'

designer statement:

"Picking up a piece of park,
and putting a building underneath it."

As materials in natural setting find their 'natural' way, buildings and sites can be designed to fit and complement its surrounding setting. As Frank Lloyd Wright stated "No house should ever be on a hill or on anything. It should be of the hill. Belonging to it, hill and house should live together each the happier for the other." Constructions that respond to site conditions, such as geometry, weather, native materials, and ecosystem, should feel and act as part of the surrounding landscape and natural setting and enrich the setting.

The California Academy of Sciences is designed to be part of the surrounding setting by formatting the allusion to the 'seven hills of San Francisco' to the native plantings that cover the sculpted roof- the city touches on the iconic context of the hilled city in which it resides; as well as a continuation of the naturalistic park setting that surrounds it.

diagram- create a gestural impression of site virtues influencing design



design- employ site conditions to integrate
a new use in the ecosystem



california academy of science, san francisco, ca

other example: design that interacts



visitor's center, zion national park, utah

"It would have been hard for New York City's leaders to choose a piece of land that possessed fewer of the 'desirable characteristics of a park, or upon which more time, labor, and expense would be required to establish them.'"

- frederick law olmsted



Guiding Principles

- 1 The target area should be transformed into a **world-class waterfront public space**, comparable to the greatest waterfront public spaces, parks, and structures throughout the world.
- 2 All property owners in the target area should coordinate planning efforts in order to achieve **a unified, seamless experience for the area's visitors and users**.
- 3 The **community should be involved** at every stage in the planning process throughout the target area.
- 4 Within the target area, landscape design, urban design, and architecture should be grounded in **"green" or sustainable design principles** (e.g., minimized energy consumption, use of recycled materials, respect for existing environmental conditions). Building materials of the highest quality should be used.
- 5 Throughout the target area, the **waterfront should be accessible**, welcoming, and usable to the widest range of Bay Area residents and visitors from throughout the world. Vehicular access and parking are critical; ferry service and public transit should be explored.
- 6 The design must address:
 - **operating issues**, such as minimizing maintenance costs, addressing safety, being versatile for a variety of uses over time.
 - **site conditions**, such as soils, environmental remediation, habitat and other environmental issues.

NOTES

DRAFT

NOTES

DRAFT

Working Group members

Kenneth Terpstra, Caltrans

Brad McCrea, BCDC

Bob Doyle, EBRPD

Alex Greenwood, City of Oakland/CEDA

Stephen Maller, CTC

Rod McMillan, BATA

DRAFT



DRAFT

ITEM 6: DUMBARTON/ANTIOCH BRIDGES

a. Update

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** June 10, 2008

FR: Jason Weinstein, Senior Program Coordinator, BATA
Brian Maroney, Deputy Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 6a
Dumbarton/Antioch Bridges
Item- Update

Recommendation:

For Information Only

Cost:

N/A

Schedule Impacts:

N/A

Discussion:

At the TBPOC meeting on December 11, 2007, a status update was given on the Dumbarton and Antioch bridges seismic retrofit evaluations. Since December, work continues on the iteration of the computational models and focusing on areas of the individual bridges where the earthquake demands exceed the bridges' capacity to withstand these demands while working toward seismic retrofit strategy for each bridge.

Progress continues on the development of the seismic retrofit criteria for each bridge with a range of retrofit criteria alternatives for each bridge being developed. The design teams continue to focus on a "no collapse" alternative for the Antioch Bridge and an "intermediate retrofit" for the Dumbarton Bridge, which will have the bridge open to traffic in 1 to 3 months.

Based on discussion at the December 2007 TBPOC meeting, there was a strong desire to improve the schedule presented. The Department and BATA subsequently worked together in January 2008 to produce a responsibly attainable accelerated schedule. The result was a new, more aggressive schedule, that completes retrofit strategy for each bridge in August 2008, and just one year later in August 2009,

completes PS&E. This new schedule improves the original schedule by over a year and is attached for your reference.

During the month of May 2008 several cost estimating and risk management meetings were held. These workshops represent the culmination of efforts that have been ongoing since January 2008. In addition, BATA has been working on independent cost estimates to give the team redundancy and confidence in the cost estimates for these projects. In early June, a comparison of the capital cost estimates for construction was done and shows the Department and BATA's estimates to be within 10% for each project. It is the understanding of the team that these estimates will be used to start the discussion this summer on potential legislation and the capital funding for these retrofit projects. Since these cost estimate efforts have been developed before the adoption of the retrofit strategy they are inherently conservative and risk-averse.

The next step for the retrofit projects is selection of their seismic retrofit strategies. Part of establishing seismic retrofit strategy is to identify the best balance between cost, post-earthquake performance, and other variables, around which consensus can be established. To this end, detailed analysis is being performed to determine the need to perform retrofit activities in the water at the Antioch Bridge. Also, given the current cost estimate, it may be prudent to review the retrofit criteria initially selected for the Dumbarton Bridge. Following retrofit strategy selection in August 2008, updated cost estimates for both bridge projects will be produced.

Attachment(s):

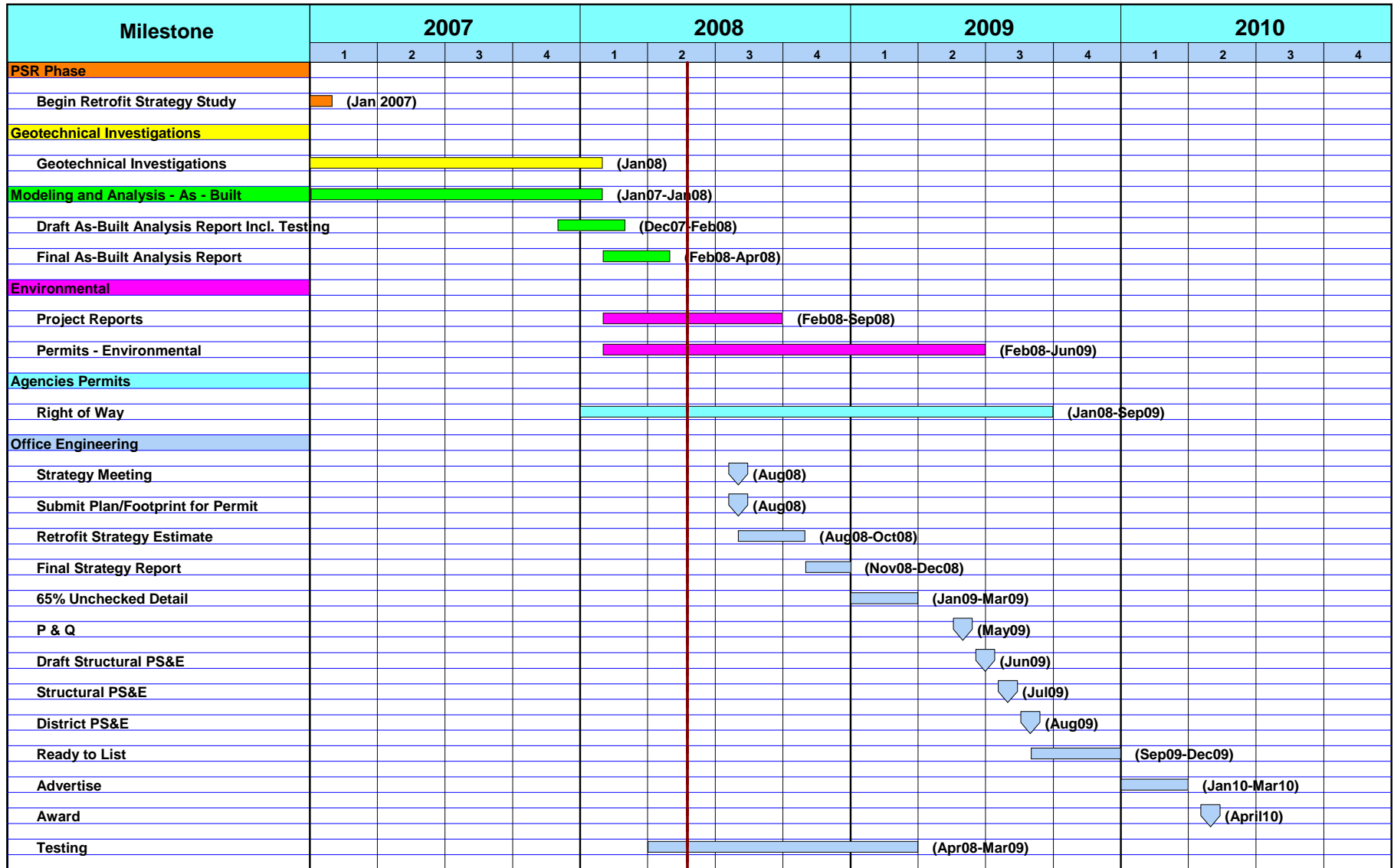
- 1) Antioch/Dumbarton Bridge Baseline Schedule, Seismic Retrofit Strategy,
Date: 6/02/08
- 2) Dumbarton and Antioch Bridge Seismic Retrofit Update and Preliminary Cost
Estimate (June 2008)
- 3) Antioch and Dumbarton Bridge Seismic Retrofit Criteria Summary
Draft (BHM Version - 4 Nov 17, 2007)

Antioch/Dumbarton Bridge Baseline Schedule

Seismic Retrofit Strategy

Date: 6/02/08

6/02/08



Dumbarton and Antioch Bridge Seismic Retrofit Update and Preliminary Cost Estimate (June 2008)

This document is intended to brief transportation officials on the ongoing seismic retrofit effort and response to a request for an early cost estimate for the Dumbarton and Antioch Bridges. Information herein is a high level summary of a large quantity of technical data. The cost estimates are fundamentally based upon the best information available covering construction material quantities, types of work, and equipment anticipated by the project design teams. Experience, current knowledge, and judgment have been used to incorporate environmental costs into the overall estimates. The design teams have been working on each of these projects for the past one and one-half years. Estimates have been in development since early May. Both design efforts are currently judged to be at a preliminary degree of completion, with seismic retrofit strategy scheduled for August of 2008 and PS&E scheduled for August 2009.

Attached is a summary sheet of the Caltrans cost estimate projected into the future to the midpoint of construction. It is important to recognize the contingencies associated with each estimate. Historic projects document that a portion of those contingencies have a strong likelihood of ultimately being realized. However, it is also important to recognize that a portion of those contingencies are due to the preliminary nature of the designs.

Two independent cost estimating teams (one from the Caltrans and one from BATA) have generated design cost estimates based on the input from the design teams. These estimates include capital costs and design phase contingencies to cover the costs of unforeseen design changes and uncertainty of early quantity estimates. Both estimating teams had full access to all project team members. The two estimates are within 10%, which is a strong correlation.

A risk management team has conducted an initial risk assessment and the resulting contingencies are incorporated in the estimate. The risk manager had access to all project team members. This work formally documents significant items of risk, potential schedule cost impacts, and likelihood of the items occurring. It further documents alternative actions to avoid occurrence of the risk items. Potential costs identified through the risk evaluation process are an important component of the program total cost as they cover items not accounted for in design contingencies (e.g., environmental and construction changes, delays and their related costs). Risk cost curves are attached for each bridge.

The fundamental engineering of the retrofit work is sound and generally based on Caltrans standards. The design teams are well qualified and are supported by an integrated, multidiscipline support group from the public and private sectors, all assembled by BATA and Caltrans for these specific projects. Results from the seismic and engineering analyses of the bridge structures continue to demonstrate significant overloads in the foundations, substructures, and superstructures. These results are consistent with earlier vulnerability evaluations documented in 2005. Both design teams have made several presentations to the external and independent Toll Bridge Seismic Safety Peer Review Panel.

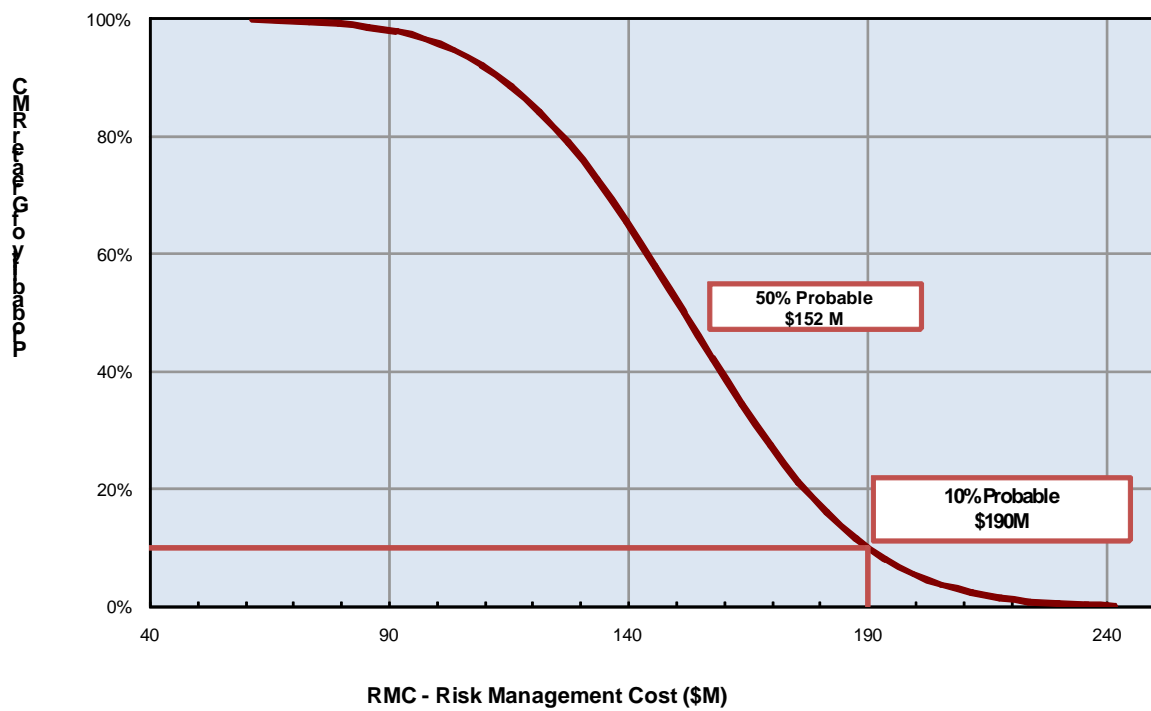
The bridges are identified in the Governor's Board of Inquiry Report on the 1989 Loma Prieta Earthquake. The design teams have been directed to advance the Antioch Bridge classified as a "regular bridge" with a "no collapse" criteria under 1000 year return period ground motions and the Dumbarton Bridge classified as an "important bridge" with criteria to have the bridge available for traffic in 1 to 3 months under 1000 year return period ground motions. Though repairs would likely continue for some time, the capacity to support traffic flow is valuable to the Bay Area following a large earthquake. (This level of retrofit has been characterized as "intermediate" by some.).

In the next six months several important milestones and decisions are expected. The results of these decisions will define the retrofit projects to a much greater degree. Very important milestones for both of these projects are their seismic retrofit strategies. Part of establishing seismic retrofit strategy is to identify the best balance between cost, post-earthquake performance, and other variables, around which consensus can be established. Seismic retrofit strategy milestones for the Antioch and Dumbarton Bridges are scheduled for August 2008. An updated cost estimate for both of these bridge projects following their seismic retrofit strategy will be developed.

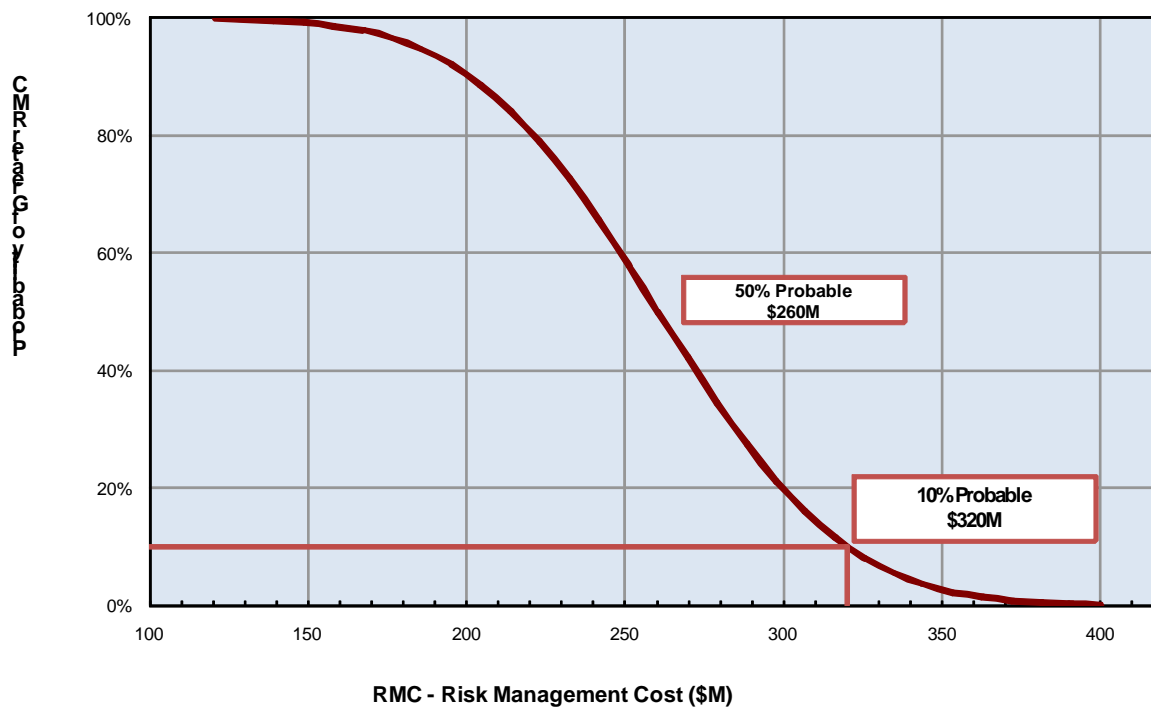
CALTRANS TOLL BRIDGE PROGRAM **Antioch-Dumbarton Summary Costs**

Description	Antioch Estimated Costs	Dumbarton Estimated Costs
ROADWAY ITEM WORK	1,363,000	10,793,000
STRUCTURES ITEM WORK	130,462,000	192,622,000
TIME RELATED OVERHEAD (15%)	19,773,000	30,512,000
SUBTOTAL ITEM COSTS	151,598,000	233,927,000
MOBILIZATION (10%)	16,844,000	25,992,000
SUBTOTAL COMBINED ITEM WORK	168,442,000	259,919,000
SUPPLEMENTAL WORK ITEMS	1,786,000	2,640,000
STATE FURNISHED ITEMS	1,252,000	2,200,000
TOTAL COMBINED ITEM WORK (Engineers Estimate Without Escalation or Contingencies)	171,480,000	264,759,000
ESCALATION TO CONSTRUCTION MIDPOINT	31,484,000	62,175,000
SUBTOTAL	202,964,000	326,934,000
CONTINGENCIES (35%)	71,037,000	114,427,000
TOTAL CAPITAL COSTS	274,001,000	441,361,000
DESIGN SUPPORT COSTS	14,500,000	18,200,000
CONSTRUCTION SUPPORT COSTS	41,200,000	72,600,000
MITIGATION COSTS	13,200,000	7,400,000
RISK MANAGEMENT PLAN COSTS	190,000,000	320,000,000
TOTAL COST	532,901,000	859,561,000
FOR BUDGET PURPOSES USE	540,000,000	860,000,000
COMBINED PROJECT COSTS		1,400,000,000

Antioch



Dumbarton



Antioch and Dumbarton Bridge Seismic Retrofit Criteria Summary

Draft (BHM version 4 Nov 17, 2007)

Antioch:

- Average Daily Traffic of ~15,000
 - State Route 160
 - Connects City of Antioch with Sherman Island along the Delta Highway in direction of Rio Vista
 - “regular bridge”, no collapse
 - Safety evaluation with 1000 year return period motions.
- ➡ **RANGE OF RETROFIT CRITERIA ALTERNATIVES TO COST ESTIMATE**
- Antioch-a) no collapse;
- Antioch-b) no collapse AND (robust and tough plastic mechanism or significant reserve capacity (say $\geq 25\%$));
- Antioch-c) no collapse AND (repairable damage essentially in reasonably accessible locations);
- Antioch-d) no collapse AND (repairable damage essentially in reasonably accessible locations or damage that is judged to be acceptable to leave as-is and repair the system with supplemental structural and/or foundation construction following a large earthquake);
- Antioch-e) a combination of b) and c); and
- Antioch-f) a combination of b) and d).

Dumbarton:

- Average Daily Traffic of ~80,000
 - State Route 84
 - Crosses San Francisco Bay between East Palo Alto/Palo Alto/Redwood City and highway 101 <-> Newark/Fremont/Union City and Interstate 880
 - Governor’s Board of Inquiry identified the Dumbarton Bridge as part of the transportation system crossing the San Francisco Bay and stated it was important to maintain its redundancy and flexibility.
 - Important Route, “Important Bridge,” not a lifeline route
 - Safety evaluation with 1000 year return period motions.
 - Functional evaluation with ~100 year return period motions.
- ➡ **RANGE OF RETROFIT CRITERIA ALTERNATIVES TO COST ESTIMATE**
- Dumbarton-a) no collapse;
- Dumbarton-b) no collapse AND (robust and tough plastic mechanism or significant reserve capacity (say $\geq 25\%$));
- Dumbarton-c) no collapse AND (repairable damage essentially in reasonably accessible locations);
- Dumbarton-d) no collapse AND (repairable damage essentially in reasonably accessible locations or damage that is judged to be acceptable to leave as-is and repair the system with supplemental structural and/or foundation construction following a large earthquake); and
- Dumbarton-e) combination of b) AND c), or combination of b) AND d), AND open to all lanes of traffic in 1 to 3 months (deck joints are not expected to be operational and scheduled lane closures, and/or closures, are expected for repairs).

ITEM 7: OTHER BUSINESS

No Attachments

ITEM 8: TOUR OF DESIGN CAMPUS

No Attachments